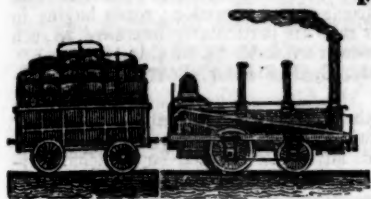
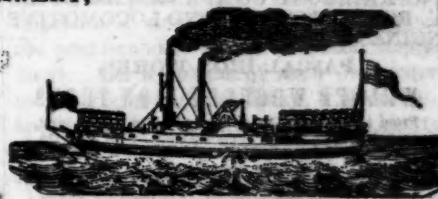


AMERICAN RAILROAD JOURNAL, AND GENERAL ADVERTISER

FOR RAILROADS, CANALS, STEAMBOATS, MACHINERY,
AND MINES.



ESTABLISHED 1831.



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[WHOLE No. 467, VOL. XVIII.]

THE AMERICAN RAILROAD JOURNAL is the only periodical having a general circulation throughout the Union, in which all matters connected with public works can be brought to the notice of all persons in any way interested in these undertakings. Hence it offers peculiar advantages for advertising times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, cement, etc. It is also the best medium for advertising contracts, and placing the merits of new undertakings fairly before the public.

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THOMAS & EDMUND GEORGE, Philadelphia. [See Adv.]

KITE'S PATENT SAFETY BEAM.

MESSRS. EDITORS.—As your Journal is devoted to the benefit of the public in general I feel desirous to communicate to you for publication the following circumstance of no inconsiderable importance, which occurred some few days since on the Philadelphia, Wilmington and Baltimore railroad.

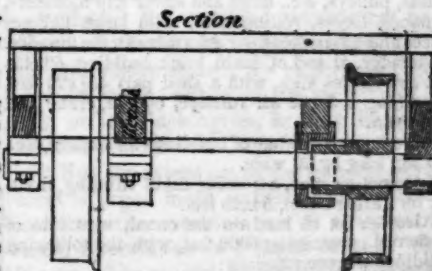
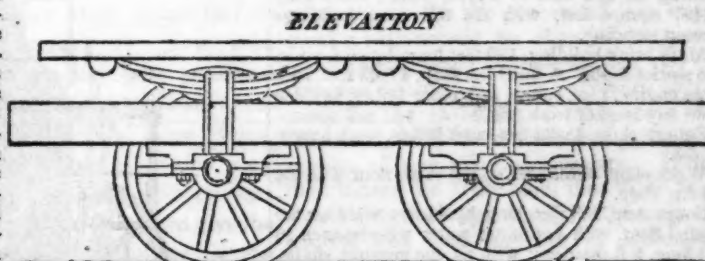
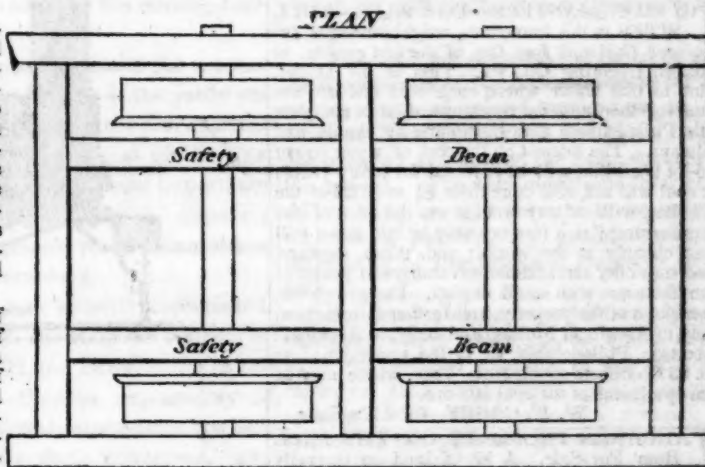
On the passage of the evening train of cars from Philadelphia to this city, an axle of our large 8 wheeled passenger car was broken, but from the particular plan of the construction, the accident was entirely unknown to any of the passengers, or, in fact, to the conductor himself, until the train, (as was supposed from some circumstances attending the case,) had passed several miles in advance of the place where the accident occurred, whereas had the car been constructed on the common plan the same kind of accident would unavoidably have much injured it, perhaps thrown the whole train off the track, and seriously injured, if not killed many of the passengers.
Wilmington, Del., Sept. 28, 1840.

The undersigned takes pleasure in attesting to the value of Mr. Joseph S. Kite's invention of the Safety Beam Axle and Hub for railroad cars. They have for some time been applied to passenger cars on this road, and experience has tested that they fully accomplish the object intended. Several instances of the fracture of axles have occurred, and in such the cars have uniformly run the whole distance with entire safety. Had not this invention been used, serious accidents must have occurred.

In short, we consider Mr. Kite's invention as completely successful in securing the safety of property and lives in railroad travelling, and should be used on all railroads in the country.

JOHN FRAZER, Agent,
GEORGE CRAIG, Superintendent,

A model of the above improvement is to be seen at the New Jersey railroad and transportation office, No. 1 Hanover st., N. York.



TO IRON MANUFACTURERS. THE SUBscribers, as Agents of Mr. George Crane, of Wales, having obtained a patent in the United States for his process of smelting Iron Ore with Anthracite coal, and holding an assignment of the patent obtained by the late Rev. F. W. Geissenhainer, are prepared to grant licenses for the manufacture of Iron according to Mr. Crane's principle.

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From 4 inches to 1 in calibre and 2 to 12 feet long, capable of sustaining pressure from 400 to 2500 lbs. per square inch, with Stop Cocks, T, L, and other fixtures to suit, fitting together, with screw joints, suitable for STEAM, WATER, GAS, and for LOCOMOTIVE and other STEAM BOILER FLUES.



Manufactured and for sale by
MORRIS, TASKER & MORRIS.
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TO IRON MASTERS.—FOR SALE.—MILL SITES in the immediate neighborhood of *Bituminous Coal and Iron Ore*, of the first quality, at Ralston, Lycoming Co., Pa. This is the nearest point to tide water where such coal and ore are found together, and the communication is complete with Philadelphia and Baltimore by canals and railways. The interest on the cost of water power and lot is all that will be required for many years; the coal will not cost more than \$1 to \$1 25 at the mill sites, without any trouble on the part of the manufacturer; rich iron ore may be laid down still more cheaply at the works; and, taken together, these sites offer remarkable advantages to practical manufacturers with small capital. For pamphlets, descriptive of the property, and further information, apply to Archibald McIntyre, Albany, to Archibald Robertson, Philadelphia, or to the undersigned, at No. 23 Chambers street, New York, where may be seen specimens of the coal and ore.

W. R. CASEY, Civil Engineer,

VALUABLE PROPERTY ON THE MILL Dam For Sale. A lot of land on Gravelly Point, so called, on the Mill Dam, in Roxbury, fronting on and east of Parker street, containing 68,497 square feet, with the following buildings thereon standing.

Main brick building, 120 feet long, by 46 ft wide, two stories high. A machine shop, 47x43 feet, with large engine, face, screw, and other lathes, suitable to do any kind of work.

Pattern shop, 35x32 feet, with lathes, work benches, &c.

Work shop, 86x35 feet, on the same floor with the pattern shop.

Forge shop, 118 feet long by 44 feet wide on the ground floor, with two large water wheels, each 16 feet long, 9 ft diameter, with all the gearing, shafts, drums, pulleys, &c., large and small trip hammers, furnaces, forges, rolling mill, with large balance wheel and a large blowing apparatus for the foundry.

Foundry, at end of main brick building, 60x45 ft feet two stories high, with a shed part 45x20 feet, containing a large air furnace, cupola, crane and corn oven.

Store house—a range of buildings for storage, etc., 200 feet long by 20 wide.

Locomotive shop, adjoining main building, fronting on Parker street, 54x25 feet.

Also—A lot of land on the canal, west side of Parker st., containing 6000 feet, with the following buildings thereon standing:

Boiler house 50 feet long by 30 feet wide, two stories.

Blacksmith shop, 49 feet long by 20 feet wide.

For terms, apply to HENRY ANDREWS, 48 State st., or to CURTIS, LEAVENS & CO., 106 State st., Boston, or to A. & G. RALSTON & Co., Philadelphia.

RAILROAD IRON AND LOCOMOTIVE Tyres imported to order and constantly on hand by
A. & G. RALSTON
Mar. 20th 4 South Front St., Philadelphia.

THE NEWCASTLE MANUFACTURING Company continue to furnish at the Works, situated in the town of Newcastle, Del., Locomotive and other steam engines, Jack screws, Wrought iron work and Brass and Iron castings, of all kinds connected with Steamboats, Railroads, etc.; Mill Gearing of every description; Cast wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires, Springs, Boxes and bolts for Cars; Driving and other wheels for Locomotives.

The works being on an extensive scale, all orders will be executed with promptness and despatch. Communications addressed to Mr. William H. Dobbs, Superintendent, will meet with immediate attention.

ANDREW C. GRAY,
ja45 President of the Newcastle Manuf. Co.

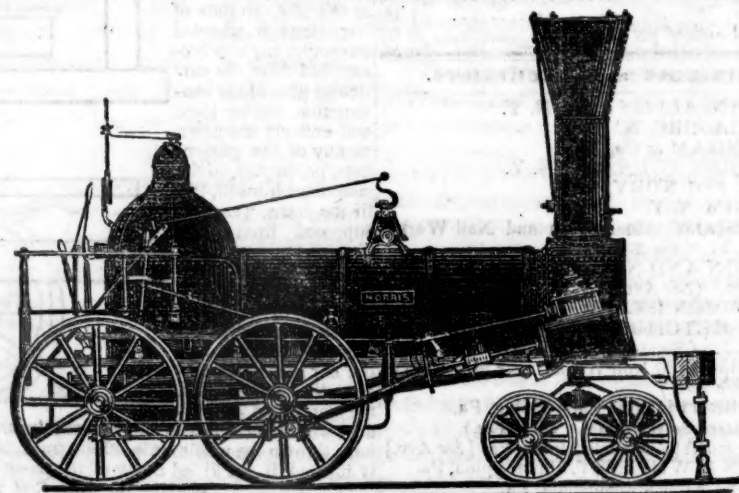
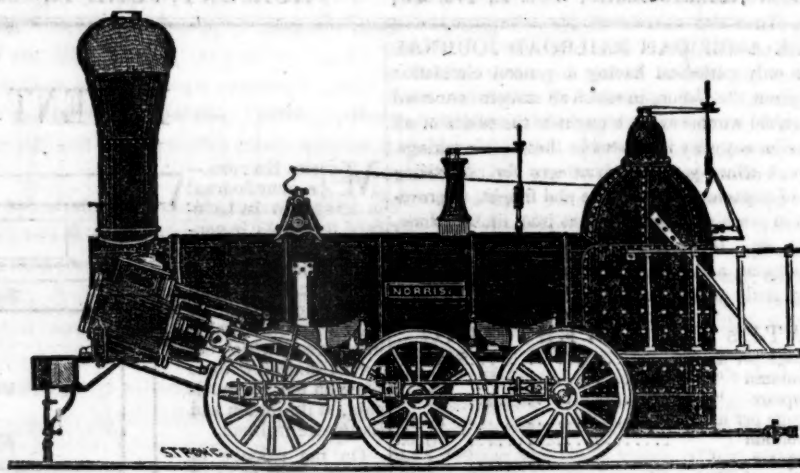
CUSHMAN'S COMPOUND IRON RAILS etc. The Subscriber having made important improvements in the construction of rails, mode n guarding against accidents from insecure joints, etc. —respectfully offers to dispose of Company, State Rights, etc., under the privileges of letters patent to Railroad Companies, Iron Founders, and others interested in the works to which the same relate. Companies reconstructing their tracks now have an opportunity of improving their roads on terms very advantageous to the varied interests connected with their construction and operation; roads having in use flat bar rails are particularly interested, as such are permanently available by the plan.

W. Mc. C. CUSHMAN, Civil Engineer,
Albany, N. Y.

Mr. C. also announces that Railroads, and other works pertaining to the profession, may be constructed under his advice or personal supervision. Applications must be post paid.

NORRIS' LOCOMOTIVE WORKS

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MANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descriptions, viz:

Class	1,	15 inches Diameter of Cylinder,	× 20 inches Stroke.
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With Wheels of any dimensions, with their Patent Arrangement for Variable Expansion. Castings of all kinds made to order: and they call attention to their Chilled Wheels, for the Trucks of Locomotives, Tenders and Cars.

NORRIS, BROTHERS.

THE RAILWAY SYSTEM AND ITS PROJECTOR.

We find in the London Mining Journal, of 19th April, the following in relation to the first projector of railways for travelling. It says that,

"The claim to the projectorship of railway travelling, and its adaptation to international and social communication in its present successful state, is contended for with as much energy as other inventions of similar magnitude have invariably elicited. For some considerable period, Mr. Stephenson monopolised the entire credit; but lately his claims have been strenuously contested, if not shaken, by the rival claims of more than one competitor. The Scotsman newspaper, in no diffident terms, asserts itself the first public expositor and advocate of the present railway system, and, without detracting from the merits of Mr. Stephenson, as a successful practical engineer, fearlessly denies his title to being the promulgator of the idea, 'that locomotives might be made to travel at the rate of twenty miles an hour.' It proves that in the year 1824 it published in its columns a series of articles in which that opinion and the specific development of railway travelling was broached, and contends that, previously to that date, no public advocacy or defence of the system had appeared. Again, a pamphlet has lately been published by a Mr. Wilson, in which he warmly espouses the cause of a friend, Mr. Thomas Gray, whom he declares to have been, as far back as the year 1818, the great originator of the railway scheme. The pretensions of Mr. Gray certainly appear to us well founded, and even superior to any yet advanced; we have before us an address which he circulated in the great commercial districts of Manchester, Liverpool, Leeds, Birmingham and the metropolis, in the year above mentioned; and there can be no doubt but that in it he explicitly proposes the very same system of railway communication which is now generally adopted; its advantages, now tested by experience, he then prognosticated; he illustrated the benefits accruing, in a commercial, agricultural, and social view, by the application of *mechanic power* for the purpose of *land conveyance*, and he detailed the method of carrying out his propositions in a very elaborate work, which passed through five editions. In this more comprehensive publication, Mr. Gray opened out his masterly and expansive system, urged the establishment of one direct trunk line throughout the country, and, at intervals, diverging to localities whose connection was indisputably desirable. Such was Mr. Gray's theory in 1818, and such, after perceiving their own errors in neglecting it, Sir R. Peel and Mr. Gladstone, in 1845, pronounced the only correct principle. This alone would establish the foresight and the claims of Mr. Gray, but other collateral circumstances still more fully confirm them, and we think that for that gentleman alone has been advanced any decisive proof of title to the authorship of the system. Many other candidates have now sprung up, aspir-

ing to the honor; but the above are the only claims worth canvassing or recording."

We are inclined to believe that the late COL. STEVENS, of Hoboken, N. J., was the earliest projector of railways for passengers. We are not sure of the date of his first publication on the subject, but we find on page 36 of the first volume of the Railroad Journal, a communication from him, accompanying a pamphlet of his, bearing date May 15, 1812, which sets forth, in his usually clear and forcible manner, the superiority of railroads over canals; not only for travel, but also for transportation of agricultural products, and other heavy articles of traffic. The claims of Mr. Stephenson are not dated; and those of the "Scotsman" go back only to the year 1824—and those of "Mr. Thos. Gray" to the year 1818—while the views of COL. STEVENS were laid before Congress in May, 1812! full six years earlier than the earliest claim referred to in the Mining Journal.

We are not disposed to claim for a countryman, credit to which he is not justly entitled; nor are we willing to see him deprived of honors to which he has just claims; especially in a matter of such vast importance as that under consideration—a discovery which is to work greater results than almost any other of modern days.

That his claim may be fairly appreciated, we re-publish, from the Railroad Journal of January 14th, 1832, the introduction to the pamphlet of Col. Stevens, explanatory of the system of internal improvement, which he, at that early day, conceived, and urged upon the General Government as a national work. How truly prophetic! or what far-reaching sagacity!! Few men have lived in this country who possessed equally accurate views of the rapid advancement and future greatness of these States.

It is possible that other claimants may come forward, who can show prior claims; if so, it will then be time enough to give the early speculations of Col. Stevens on the subject, which we shall probably be able to do by the aid of his gifted sons, who probably have his papers, which will doubtless sustain his claims to even earlier period.

"DOCUMENTS TENDING TO PROVE THE SUPERIOR ADVANTAGES OF RAILWAYS AND STEAM CARRIAGES OVER CANAL NAVIGATION.—N. YORK, T. & J. SWORDS, 1812."

Under the above title a pamphlet appeared in this city just twenty years ago—from which we extract, in this place, the introduction, referring to a subsequent page for explanation of, and comments on it. It may be well to premise that the documents here alluded to, were propositions submitted

by Col. J. Stevens, of Hoboken, New Jersey, to the canal commissioners of New York, before a spade had been struck in the ground, for connecting lake Erie with the Hudson by a railroad in preference to a canal:

"INTRODUCTION.—The following documents, on a subject calculated, I should suppose, to attract public attention, are committed to the press from an estimation of their importance, and from a full conviction of the practicability of the proposed improvement. On a subject of such deep interest to the community at large, I presume no apology will be necessary for the liberty I now take of laying before the public private communications.

"Had the subject matter of this publication been exhibited to public view in the shape of an entire, and connected essay, written expressly for the purpose, numerous repetitions and inaccuracies, both in style and matter, would not have occurred. But I am inclined to believe, that the desultory manner in which it is now handled, and the unavoidable repetitions necessarily resulting therefrom, will render it more generally impressive.

"Although my proposal has failed to gain the approbation of the commissioners for the improvement of inland navigation in the State of New York, yet I feel by no means discouraged respecting the final success of the project. The very objections their committee have brought forward serve only to increase, if possible, my confidence in the superiority of the proposed railways to canals.

"So many and so important are the advantages which these States would derive from the general adoption of the proposed railways, that they ought, in my humble opinion, to become an object of primary attention to the national government. The insignificant sum of two or three thousand dollars would be adequate to give the project a fair trial. On the success of this experiment a plan should be digested, 'a general system of internal communication and conveyance' adopted, and the necessary surveys made for the extension of these ways in all directions, so as to embrace and unite every section of this extensive empire. It may then indeed be truly said, that these States would constitute one family, intimately connected, and held together in indissoluble bonds of union.

"Should the national government be induced to make an appropriation to the amount above stated, an experiment could soon be made, either in the vicinity of this city or at Washington, as may be deemed most expedient.

"But the attention of the general government is urged more imperatively to this object from the consideration of the great national importance in a fiscal point of view. If any reliance can be placed on the calculations I have made, the revenue which this mode of transportation, when brought into general use, would be capable of producing, would far exceed the aggregate amount of duties on foreign importations. However

extravagant this position may at first appear, I contend that it is capable of the strictest demonstration. It is an indisputable fact, that the aggregate amount of internal commerce is vastly greater than that of external commerce. But one half of the latter, viz: exports, are, by the constitution, exempt from the payment of duties; the other half, foreign imports only, are subject to the payment of duties.

"The far greater part of domestic commerce consists of bulky articles, many of which now pay fifty per cent. on transportation to market. By the introduction of the proposed railways, nine tenths, at least, of this enormous tax would, in many instances, be saved, and the expense of transportation reduced from fifty to five per cent. A toll of five per cent. would raise it to ten per cent. But still the farmer remotely situated would save four-fifths of his present expense in the transportation of his produce to market. An average toll then of five per cent. would constitute a very moderate impost. But the product of such an impost would, at no distant period, be immense. That it would far exceed any amount which could possibly be derived from duties on foreign imposts, cannot admit of doubt.

"At a period like the present, when the ordinary sources of revenue continue no longer to pour into the treasury of the United States their tributary streams, and when too we are called upon to make 'arrangements and exertions for the general security;' at such a period the merits of a system promising, not merely to facilitate most astonishingly 'internal communication and conveyance,' but to furnish new and abundant sources of revenue, ought surely to command the attention of the general government, and cannot fail to 'be seen in the strongest lights.'

"The extension and completion of the main arteries of such a system of communication would by no means be a work of time. It would be exempted totally from the difficulties, embarrassments, casualties, interruptions and delays incident to the formation of canals. Requiring no supply of water—no precision and accuracy of level, the work could be commenced and carried on in various detached parts—its progress would be rapid, and its completion could be ascertained with certainty. Innumerable ramifications would from time to time be extended in every direction. Thus would the sources of private and public wealth, going hand in hand, increase with a rapidity beyond all parallel. For every shilling contributed towards the revenue, a dollar, at least, would be put into the hands of individuals.

"But there remains another important point of view in which this improvement demands the attention of the general government. The celerity of communication it would afford with the distant sections of our widely extended empire, is a consideration of the utmost moment. To the rapidity of the motion of a steam carriage on these railways, no definite limit can be set. The fly-

ing Proas, as they are called by voyagers, belonging to the natives of the islands in the Pacific ocean, are said to sail at times at the rate of more than twenty miles an hour.—But as the resistance of the water to the progress of a vessel increases as the squares of her velocity, it is obvious that the power required to propel her must also be increased in the same ratio. Not so with the steam carriage—as it moves in a fluid 800 times more rare than water, the resistance will be proportionably diminished. Indeed the principal resistance to its motion arises from friction, which does not even increase in a direct ratio with the velocity of the carriage. If, then, a Proa can be driven by the wind (the propulsive power of which is constantly diminishing as the velocity of the Proa increases,) through so dense a fluid as water, at the rate of twenty miles an hour, I can see nothing to hinder a steam carriage from moving on these ways with a velocity of one hundred miles an hour.*

"I will now just observe, that should it be considered an object of sufficient importance, sails might be used whenever the wind was favorable. Van Bram gives a curious account of the peasantry in the country round Pekin availing themselves of sails, when the wind favored them, for propelling the wheelbarrows in which their products are carried to market.

"In a military point of view, the advantages resulting from the establishment of these railways and steam carriages, would be incalculable. It would at once render our frontiers on every side invulnerable. Armies could be conveyed in twenty-four hours a greater distance than it would now take them weeks or perhaps months to march.

"Thus, then, this improvement would afford us prompt and effectual means, not only of guarding against the attacks of foreign enemies, but of expeditiously quelling internal commotions; and thus securing and preserving forever domestic tranquillity.

"Whatever constitutional doubts may be entertained respecting the power of Congress to cut and form canals, there can be none about the power to lay out and make roads.

"I shall now close this topic with an extract of a message from President Madison to the Senate and House of Representatives of the United States:

"The utility of canal navigation is universally admitted, and it is not less certain, that scarcely any country offers more extensive opportunities for that branch of improvement than the United States; and none, perhaps, inducements equally persuasive, to make the most of them. The particular undertaking contemplated by the State of New York, which marks an honorable spirit of enterprise, and comprising objects of national, as well as more limited

* "This astonishing velocity is considered here as merely possible. It is probable that it may not in practice be convenient to exceed twenty or thirty miles per hour. Actual experiments, however, can alone determine this matter, and I should not be surprised at seeing steam carriages propelled at the rate of forty or fifty miles per hour."

importance, will recall the attention of Congress to the signal advantages to be derived to the United States from a general system of internal communication and conveyance; and suggest to their consideration whatever steps may be proper on their part towards its introduction and accomplishment. As some of those advantages have intimate connection with arrangements and exertions for the general security, it is a period calling for these, that the merits of such a system will be seen in the strongest lights.

"JAMES MADISON.

"Washington, Dec. 2, 1811."

"From local circumstances, these railways are calculated to become pre-eminently beneficial to the southern States. The great predominance of sand, and the deficiency of gravel or stone, precludes the practicability of making good turnpike roads; but the level surface, and great abundance of pine timber throughout this district of country, would not only render the construction of these railways very cheap, but peculiarly advantageous. By preserving nearly a horizontal level, the power requisite for the transportation of heavy bodies would be reduced astonishingly. The cheapness of fuel would reduce too the expense of supporting this power to almost nothing. Articles would be transported one hundred miles on these ways, at less expense than they could now be carried one mile on a deep sandy road. This projected improvement is surely then an object worthy of the most serious attention of the inhabitants of southern states. It would at once more than double the value of their products. It appears to me calculated to hold out the most flattering prospects of gain to such enterprising individuals or companies as might be induced to embark a capital in this object.

"But I consider it, in every point of view, so exclusively an object of national concern, that I shall give no encouragement to private speculations, until it is ascertained that Congress will not be disposed to pay any attention to it.

"Should it, however, be destined to remain unnoticed by the general government, I must confess I shall feel much regret, not so much from personal as from public considerations. I am anxious and ambitious that my native country should have the honor of being the first to introduce an improvement of such immense importance to society at large, and should feel the utmost reluctance at being compelled to resort to foreigners in the first instance. As no doubt exists in my mind, but that the value of the improvement would be duly appreciated and carried into immediate effect by trans-Atlantic governments, I have been the more urgent in pressing the subject on the attention of Congress. Whatever then may be its fate, should this appeal be considered obtrusive and unimportant, or from whatever other course or motive, should it be suffered to remain unheeded, I still have the consolation of having performed what I conceive to be a public duty. JOHN STEVENS.

"New York, May 15, 1812."

ROAD TO ALBANY.

We learn that the old managers in this laudable project, although defeated at Albany, have not lost sight of this important project. New interests are moving to form a combination with the Erie railroad company to carry this road on a joint stem up to Yonkers—extended to Dobbs Ferry and to Sing Sing.

How important to this city that these two roads should unite in the application to the present council to confirm the report of the last council in favor of appropriating Hudson street, from Chambers street to the 8th avenue, by Abington square, to McCombs dam, and then to the points above indicated. We learn with pleasure that the managers of the New York and Erie railroad company offer to foot half the expense of this project, and we trust it will not be long ere the west side of this city has a railway. Its advantages to real estate will be incalculable.

"The time has arrived," says the Vermont (Montpelier) Patriot, "for the friends of the Central railroad to do something besides talk—to show their faith by their works—to subscribe for the stock. Matters have verged to that point where no man the least informed upon the subject can doubt that a road will be built through Vermont as soon as may be; within a short period, considering the magnitude of the enterprise. The question now is, *where shall it go?* In determining this question, something, perhaps much, may depend upon the spirit and ability manifested in subscribing for the stock, for foreign capitalists will not feel much like building a road where there is no evidence that it is wanted by the people. * * *

The iron is hot, and now is the time to strike the blow. At a little meeting, holden on short notice at the court-house, in this village, on Monday evening, over \$60,000 were subscribed, and we are informed that something like \$20,000 more were added on Tuesday. We are satisfied that Montpelier will do her duty."

"This looks well. What will the people on the line from Lebanon to Montpelier do?—We shall see.

OLD COLONY RAILROAD.

"This new avenue to our city," says the Traveller, "which is to connect us with one of the most interesting spots upon this continent, is now rapidly progressing towards its completion, and but a few months will elapse before it will be opened for public travel. The contracts made for its construction and equipment have been singularly fortunate, and the arrangements for its accommodation in this city satisfactorily adjusted with the directors of the Worcester road.

"The length of the road is a little more than 37 miles. The estimated cost about \$800,000, including engines, cars, depot buildings, &c. It is to be laid with a single track, with a rail of the most approved pattern, weighing 56 lbs. to the yard. The passenger depot is to be located on Albany street, near Beach street. The freight depot will be at South Boston, nearly opposite the southerly end of the lower bridge. The cheapness of its construction, and the successful contracts for iron and for land

damages, have caused the stock to rise to 8 per cent. advance, and holders are disinclined to sell at that. The grading and masonry are to be done by the first of August. A considerable portion of the iron is already shipped, and one cargo of 700 tons is expected to arrive in a few days. The engines will be furnished by Messrs. Hinckley & Drury of this city, and every thing will be in readiness for the opening of the road in the ensuing autumn, should there be no disappointment in the reception of the iron.

This road, for more than half its length, passes through one of the most densely populated portions of the State, having a large manufacturing interest. The associations connected with the ancient town of Plymouth will ever have a deep and increasing interest, and the facilities of a railroad will make it a pleasant and agreeable pilgrimage, and undoubtedly attract a large number of visitors annually. Steps have been taken, as we understand, to secure the erection of a hotel in that town, and an eligible site procured. This is a very discreet measure, and one we hope to see accomplished.—We have been quite amused of late to notice the number of persons who are awaiting the completion of this enterprise to make their first visit to the Rock of the Pilgrims. The next anniversary of the Landing will complete another quarter of a century. We intend to pay our first visit there on that occasion."

RAILROAD TRAVEL.—We learn that the number of passengers which pass over the railroad between this city and Springfield—exclusive of way and through passengers—is over 3000 per month.—*Hartford Courant.*

ATLANTIC STEAM SHIPS.—We fully concur with the editor of the Journal of Commerce, in the following remarks upon this important subject: We are fully impressed with the truth of the remark, that "individual enterprise, having the necessary means and business capacity, can accomplish more in a given time, and for the same amount, than an incorporated company; and a company with competent directors, than a government"—and we have no doubt of the correctness of the policy of the government aiding in the construction of steam ships, suitable for war ships, and at the service of the government when needed—to be used as packets and merchant ships in time of peace.

Says the Editor: We observe some remarks on American steam ships in the Evening Post of Wednesday, expressive of a sense of the great want of such ships, and the opinion that while "individual enterprise and associated capital cannot be relied upon for this purpose," Congress should contribute to the construction of a fleet of steamers, leaving them to be employed "as merchantmen in peace, and yet have an armament ready for their immediate equipment in case of war."

It strikes us, that the measures already adopted by Congress, empowering the Post

Master General to contract for the conveyance in American steamers of the foreign mails, connected with a provision that such steamers shall be at the command of the government in case of necessity,—and the establishment of the Atlantic Steam Navigation Company, with a charter from our Legislature, conferring exclusive privileges for twenty-four years,—are exactly those now required; and we see no reason to distrust private enterprise as sufficient, with a reasonable contract from government for the conveyance of the mails, to effect the enterprise. The capital of the company, should the stock be taken, is sufficient to build six or eight steamers; quite enough for a good commencement, if not as many as may be required for several years. That our capitalists will hesitate to advance means, (with the fair prospects of profit which the company opens,) at least for the construction of two or three steamers, we shall be slow to believe; and we have no doubt, the whole plan will be more economically and efficiently conducted, by sagacious and active individuals, relying mainly upon their own resources and energy, than by any government action beyond that specified in the recent act of Congress. Let the Atlantic Steam Navigation Company have public confidence, and that support which the Post Office department is authorised to grant, and it is all that can be necessary.

IRON STEAM SHIP BANGOR.—We learn from the Bangor Mercury, that an iron steamer is now building at Wilmington (Del.) intended for a passenger and freight boat between Bangor and Boston. Her length on deck is 120 feet, beam 23 feet, depth of hold 9½ feet. Her cabin is on deck, and has berths for 87 passengers, and room for 48 cots. She is to be rigged with three masts, and fore and aft sails. She has two engines of about 60 horse power, and Loper's patent propellers of 8½ feet diameter. It is expected that she will run 13 miles an hour, and will make the passage from Bangor to Boston in 24 hours,—leaving Bangor in the morning, and reaching Boston the next morning. She is expected here in the course of this month to begin her regular trips.

A collier schooner, of 120 tons burthen, and capable of carrying 200 tons of coal, was launched at Philadelphia on Thursday. She draws, when loaded, only six and a half feet of water; was built for an Eastern firm, and is to be employed in carrying coal from Philadelphia to the doors of an extensive factory on one of the rivers of Maine.

We mention the construction of this vessel in the hope that similar ones may be built in this city for the transportation of the Cumberland coal to the Eastern cities, where it is in general demand. We have no doubt that the Legislature of Maryland, at its next session, will adopt measures by which coasting collier vessels will be relieved from the heavy charges of pilotage now imposed on them.

This is the true plan. Vessels expressly for coal will reduce freight.

ENGLISH RAILROAD SHARE-LIST.

NAME OF RAILWAY.	Miles opened.	Total sums, in pounds, authorized to be raised by shares.		Total sums, in pounds, expended at date of latest balance sheet.		Cost of working in pounds for six months as stated in latest balance sheet.		Total earnings, in pounds, for six months as stated in latest balance sheet.		Dividend at last meeting.		Paid on share.		NEW AND PROPOSED RAILWAYS.	Share Capital.
		£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.		
Arboath and Forfar.....	15	102,000		35,000		138,870				0	12 6 2	10 0	25	27	1,600,000
Birmingham and Gloucester.....	55	1,187,500		407,336		1,500,806		39,261		53,203	1 5 0	2 10 0	100	100	200,000
Branding Junction.....	23	161,700		365,470		481,452							50	54	385,000
Bristol and Gloucester.....	37½	400,000		211,000									30	36	400,000
Chester and Birkenhead.....	14½	750,000		143,170		518,989		5,856		13,148	0 8 6	1 14 0	50	32	1,000,000
Dublin and Drogheda.....	31	450,000		150,000		500,869							55	72	800,000
Dublin and Kingston.....	6	200,000		152,200		359,000				6	0 0 6	0 0 0	100	166	1,800,000
Dundee and Arbroath.....	16½	100,000		49,445		153,416		2,989		6,993	1 5 0	5 0 0	25	29	1,250,000
Durham and Sunderland.....	18½	169,350		124,055		270,392		9,889		17,702			34	29	5,000,000
East County and North and East.....	86½	4,443,200		341,155		3,931,905		47,385		118,726	1 6 6		45	57	120,000
Edinburg and Glasgow.....	46	1,125,000		375,000		1,649,523		29,429		55,866	1 2 6	4 10 0	50	57	400,000
Glasgow, Paisley and Ayr.....	51	937,500				1,066,951		12,446		36,736	1 2 6	4 10 0	50	60	1,800,000
Glasgow, Paisley and Greenock.....	22½	650,000		216,666		787,884		11,572		23,177	0 5 0	2 0 0	25	12	4,000,000
Grand Junction.....	104	2,478,712				2,453,169		84,309		195,080	0 0 10	0 0 0	100	210	950,000
Great North of England.....	45	969,000		581,017		1,262,518		12,201		36,189	1 12 6	3 5 0	100	119	250,000
Great Western.....	221½	4,650,000		3,679,343		7,272,539		132,235		369,904	3 10 0	7 0 0	75	138	800,000
Hartlepool.....	15½	438,000		155,540		719,205							80	100	600,000
Leicester and Swannington.....	16½	140,000				140,000		2,207		6,317	1 5 0	5 0 0	50		1,200,000
Liverpool and Manchester.....	32	1,209,000		497,750		1,739,835		57,239		117,559	5 0 10	0 0 0	100	203	600,000
Llanelli.....	27	200,000		44,000		221,624				1	0 0	2 0 0	87		1,750,000
London and Birmingham.....	12½	6,874,976		1,928,845		6,393,468		92,823		405,768			10	0	5,000,000
London and Blackwall.....	3½	804,000		266,000		1,315,640		15,978		23,870			16	6	500,000
London and Brighton.....	56	1,793,800		998,350		2,630,451		29,372		84,880	0 12 0	2 8 0	50	47	200,000
London and Croyden.....	8½	550,000		229,000		761,885		7,583		10,545	0 5 0	2 10 0	14	17	300,000
London and Greenwich.....	3½	759,383		233,300		1,040,930		15,193		28,933			13	10	250,000
London and South Western.....	92½	2,222,100		630,100		2,596,291		68,457		150,469	1 12 6	6 10 0	41	73	
Manchester and Birmingham.....	31	2,100,000		690,586		1,923,699		15,397		58,162	1 0 6	5 0 0	40	48	700,000
Manchester and Bolton.....	10	778,100		197,730		773,743		8,585		21,140	2 0 0	4 10 0	93	110	1,000,000
Manchester and Leeds and Hull.....	81	2,937,500		1,943,932		3,921,593		46,653		156,761	7 1 10	10 0 0	60	88	650,000
Midland railway.....	178½	5,158,900		1,719,630		6,279,056		76,983		281,898			100	96	400,000
Newcastle and Carlisle.....	61	878,240		188,563		1,135,069		26,499		73,947	4 0 0	4 0 0	100	105	2,500,000
Newcastle and Darlington.....	23	500,000				405,728							21	49	900,000
Newcastle and North Shields.....	7	150,000		153,876		309,629		8,943		18,466	2 0 0	50 37			64,000
North Union.....	39	739,201		308,306		1,015,447		9,071		37,794	2 10 0	6 16 8	100	104	1,000,000
Paris and Orleans.....	82	1,600,000		400,000		1,978,415					0 16 0	8 0 0	20	39	100,000
Paris and Rouen.....	84	1,440,000						31,247		91,171			8	0	
Preston and Wyre.....	19	830,000		179,852		355,161		4,191		7,066			50	18	1,500,000
Sheffield and Manchester.....	19	1,150,000		311,759		951,455		11,895		14,876			82	93	1,280,000
South Eastern.....	88	2,996,000		1,530,277		3,464,172		40,993		81,482	0 10 6	2 2 0	50	39	2,400,000
Taff Vale.....	30	465,000		154,785		590,006		8,509		18,414	1 0 0	6 5 0	100	55	2,000,000
Ulster.....	25	519,150		20,000		348,626		5,401		13,856	0 15 0	5 1 8	29	37	2,500,000
Yarmouth and Norwich.....	20½	187,500		62,500		230,250							16	25	1,600,000
York and N. Mid. and Leeds and Selby.....	28	1,062,500		167,500		676,644		27,132		55,752	2 10 0	10 0 0	50	100	1,400,000

Steam and Miscellaneous.

NAME OF COMPANY.	Num. of shares.	Am't. of share.	Amount paid.	Div. p.c. per ann.	Last price.	Present price.	NAME OF COMPANY.	Num. of shares.	Am't. of share.	Amount paid.	Div. p.c. per ann.	Last price.	Present price.
Anglo Mexican Mint.....	10,000	10	10		15½	15½	Loughborough.....	70	142½	142½	70	1140	
Anti Dry Rot.....	10,000		18½		2		Monmouthshire.....	2,409	100	100	10	160	160
Australian Trust Company.....	5,700	100	35		34½		Melton Mowbray.....	250	100	100	10	117	117
General Steam Navigation.....	20,000	15	14	10	27½	27	Mersey and Irwell.....	500	100	100	10		
Gt Western Steam Pa.....			100		25		Macclesfield.....	3,000	100	100	2½	15	15
Metropolitan Wood Pav.....	15,000	10	6	5	6½		Neath.....	247	100	100	17	365	365
Patent Elastic Pav.....	10,000	1	1	5	1½		Oxford.....	1,786	100	100	30	505	
Peninsular and Oriental.....	11,493	50	50	7	64½	65	Regents or London.....	21,418	33½	33½	2½	25	25
Ditto.....	3,200	50	40	7			Shropshire.....	500	125	125	6	120	120
Polytechnic Institution.....				6			Somerset coal.....	800	150	150	7½	123	123
Reversionary Int. Soc.....	5,329	100	100	4½	104	104	Stafford and Worcester.....	700	140	140	25	480	480
R. Mail Steam Packet.....	15,000	100	60		36½	37	Shrewsbury.....	500	125	125	12	230	230
South Western Steam.....	4,000	25	5				Stourbridge.....	300	145	145	14	360	360
Ship Owners' Towing.....	3,000	10	7½	10	15		Stroudwater.....	200	150	150	19		
Thames Tunnel.....	4,000	50	50				Swansea.....	533	100	100	15	240	240
University College.....	1,500	100	100				Severn & Why & Rail Av.....	3,762	26½	26½	5½	30	30
							Trent and Mersey.....	2,600	50	50	65	495	
							Thames and Medway.....	8,149	19½	19½		10	10
							Warwick and Birmingham.....	2,000	100	100	10½	167	
							Warwick and Napton.....	980	100	100	8½	122	

Canals.

NAME OF COMPANY.	Num. of shares.	Am't. of share.	Amount paid.	Div. p.c. per ann.	Last price.	Present price.	NAME OF COMPANY.	Num. of shares.	Am't. of share.	Amount paid.	Div. p.c. per ann.	Last price.	Present price.
Ashby de la Zouch.....	1,432	113	av.	4	70	70	Birmingham.....	4,800	25	25	3½	28	28
Barnsley.....	720	100	100	14	180	180	East London.....	4,433	100	100	8	223	225
Birmingham, 1-16 share ..	3,000	118½	79	10	150	160	Grand Junction.....	5,500	av.	41 2-3	7½	88	90
Do. and Liverpool Junction.....	4,000	160	100		13½	13½	New River L. B. Ann.....	1,500			2½		
Coventry.....	500	100	100	20	365	365	Manchester and Salford.....	6,486	av.	30	8½	57	57
Cromford.....	460	do.	do.	24	250	250	Vauxhall, lt. S. London.....	1,000		100	5	55	55
Derby.....	600	do.	do.	9	105	105	West Middlesex.....	8,294	av.	63½	6½	126	127
Erewash.....	231	do.	do.	32	440	440							
Forth and Clyde.....	1,297	400½	40½	4	440	440							
Grand Junction.....	11,600	100	100	7	162	161½							
Grand Surrey.....	1,500	do.	do.		20								
Gloucester and Rerkeley.....	5,000	do.	do.		8	8							
Grantham.....	749	150	150	8	185	185	Commercial Dock.....	1,065	100	100	3	10	
Lancaster.....	11,699	47½	47½	3	40	40	East and West India.....	3,238	310	sto.	5½	137	
Leeds and Liverpool.....	2,897	100	100	34	640	640	London.....	1,352	752	sto.	4½	114½	115
Leicester.....	545	41	140	9	139	139	St. Katharine.....	7,000	50	50	5	116	171
							Southampton.....						

Water Works.

NAME OF COMPANY.	Num. of shares.	Am't. of share.	Amount paid.	Div. p.c. per ann.	Last price.	Present price.
Birmingham.....	4,800	25	25	3½	28	28
East London.....	4,433	100	100	8	223	225
Grand Junction.....	5,500	av.	41 2-3	7½	88	90
New River L. B. Ann.....	1,500			2½		
Manchester and Salford.....	6,486	av.	30	8½	57	57
Vauxhall, lt. S. London.....	1,000		100	5	55	55
West Middlesex.....	8,294	av.	63½	6½	126	127

Docks.

NAME OF COMPANY.	Num. of shares.	Am't. of share.	Amount paid.	Div. p.c. per ann.	Last price.	Present price.
Commercial Dock.....	1,065	100	100	3	10	
East and West India.....	3,238	310	sto.	5½	137	
London.....	1,352	752	sto.	4½	114½	115
St. Katharine.....	7,000	50	50	5	116	171
Southampton.....						

AMERICAN STATE WORKS AND CANALS, ETC.

STATE WORKS.		Length in miles.	Cost.	1843.		1844.		The State Canals are all 4 feet deep, and the locks are 13 to 17 feet wide, and 80 to 90 feet in length.
				Income.	Expend.	Income.	Expend.	
N. Y.	1 Black river canal.....	35	1,524,967	16,557	10,953	24,618	14,443	The six millions paid to the canal fund from auction and salt duties are not included in the estimate of cost. The Genesee valley and the Black river canals require large sums for their completion, the interest of which additional sum is much greater than the estimated gross income of these canals when finished. The sums required to complete these two canals are \$2,000,000 and \$600,000, making their total cost when finished \$5,553,000 and \$2,409,000; an expenditure incurred on estimated incomes (admitted to be liberal,) of \$39,000 and \$14,000 respectively. The total receipts from the works of Pennsylvania for 1843 were \$1,019,401; for 1844 \$1,164,326, and the cost about 30 millions. The receipts for 1844 were as follows: Canal tolls, 578,404 Railroad tolls, 252,855 Motive power, 319,590 Trucks, 13,477 of which \$585,922 is from 118 miles of railroad, and \$578,404 from 550 miles of canal. The canals of Ohio are supported by a property tax of 5 1/2 mills on the dollar. There are 563 miles of canal in the State, which yielded in 1843 \$471,623, and in 1844 \$515,393, the cost, 1st Jan. '43 being \$15,577,233. The increase of '44 over '43 is only \$43,770, though the year '44 has exhibited a greater increase throughout the country than ever before known. These 21 millions on sundry works yield no income whatever. The central railroad yields above 6 per cent., and is the only State work—the Erie canal excepted—which is able to stand alone.
"	2 Cayuga and Seneca.....	21	237,000	16,557	10,953	24,618	14,443	
"	3 Champlain canal.....	64	1,251,664	102,308	116,739	116,739	116,739	
"	4 Chemung.....	23	684,600	8,140	14,486	14,385	12,740	
"	5 Chenango.....	97	2,420,000	16,195	15,967	22,179	15,960	
"	6 Crooked lake.....	8	156,777	461	3,674	1,498	3,951	
"	7 Erie—enlargement of.....	363	12,648,852	1,880,316				
"	8 Genesee valley.....	120	3,739,000					
"	9 52 miles opened, cost \$1,500,000.....			12,292	13,819	19,641	15,557	
"	10 Oneida lake.....	6	50,000	225	2,239	621	1,636	
"	11 Oswego.....	38	565,437	29,147	22,742	56,165	28,599	The canals of Ohio are supported by a property tax of 5 1/2 mills on the dollar. There are 563 miles of canal in the State, which yielded in 1843 \$471,623, and in 1844 \$515,393, the cost, 1st Jan. '43 being \$15,577,233. The increase of '44 over '43 is only \$43,770, though the year '44 has exhibited a greater increase throughout the country than ever before known. These 21 millions on sundry works yield no income whatever. The central railroad yields above 6 per cent., and is the only State work—the Erie canal excepted—which is able to stand alone.
Pa.	12 Beaver division canal.....	25				7,381	5,386	
"	13 Delaware canal.....	60				109,278	22,870	
"	14 French creek.....	45						
"	15 Seneca river towing path.....		69,276			381		
"	16 Columbia railroad.....	82				443,336	205,067	
"	17 Eastern division.....	36				179,781	138,915	
"	18 Juniata canal.....	93						
"	19 Portage railroad.....	130				351,102	248,943	
"	20 Western division canal.....	105						
"	21 North branch Susquehanna canal.....	73				101,949	57,633	The canals of Ohio are supported by a property tax of 5 1/2 mills on the dollar. There are 563 miles of canal in the State, which yielded in 1843 \$471,623, and in 1844 \$515,393, the cost, 1st Jan. '43 being \$15,577,233. The increase of '44 over '43 is only \$43,770, though the year '44 has exhibited a greater increase throughout the country than ever before known. These 21 millions on sundry works yield no income whatever. The central railroad yields above 6 per cent., and is the only State work—the Erie canal excepted—which is able to stand alone.
"	22 West " " ".....	72						
Ohio	23 Hocking canal.....	56	975,130	4,757		5,286	4,139	
"	24 Miami canal.....	85	1,660,742	68,640	38,826	77,844	22,341	
"	25 Miami extension.....	105	2,856,636	8,291		12,723	14,741	
"	26 Miami northern division.....	35	322,000			unfin'd.		
"	27 Muskingum.....	91	1,627,318	23,167		29,385	15,027	
"	28 Ohio.....	334	4,600,000	322,754	123,398	343,711	113,210	
"	29 Wabash.....	91	3,028,340	35,922	6,400	48,589	12,817	
"	30 Walhonding.....	25	607,269	838	39,005	1,977	1,238	
"	31 Western road.....	31	255,015	7,254	1,782	8,747	2,929	The canals of Ohio are supported by a property tax of 5 1/2 mills on the dollar. There are 563 miles of canal in the State, which yielded in 1843 \$471,623, and in 1844 \$515,393, the cost, 1st Jan. '43 being \$15,577,233. The increase of '44 over '43 is only \$43,770, though the year '44 has exhibited a greater increase throughout the country than ever before known. These 21 millions on sundry works yield no income whatever. The central railroad yields above 6 per cent., and is the only State work—the Erie canal excepted—which is able to stand alone.
Ind.	32 Sundry works.....		11,000,000					
"	33 Maume canal.....							
Ill.	34 Sundry works.....		10,000,000					
Mich.	35 Central railroad.....	110	1,842,308	149,987	75,960	211,170	89,420	
"	36 Southern railroad.....	68	936,295	24,064	7,907	60,341	70,000	

CANALS.		Length in miles.	Cost.	1843.		Div. per cent.	1844.		Div. per cent.	Value of stock.	REMARKS.
				Gross.	Nett.		Gross.	Nett.			
	Blackstone.....										We may, perhaps, at some future time be enabled to give the particulars of all these canals. The Chesapeake and Ohio canal is not yet completed to the coal mines, hence its trifling income. The enlargement of the Schuylkill canal has been commenced. The Morris canal was lately sold for one million, about one-fourth of its cost. It is said in the papers that it is to be enlarged. We have seen no report, nor heard of the appointment of any engineer.
	Bald Eagle Navigation.....	25	400,000								
	Beaver and Sandy, (part).....		1,000,000								
	Charleston, (S. C.).....										
	Chesapeake and Ohio.....	184	12,370,470	47,637							
	Conestota.....	12	300,000								
	Delaware and Chesapeake.....	13								26	
	Schuylkill.....	108	3,500,000	279,795	102,221		190,693	120,624		31	
	Farmington.....										
	James river and Kenhawa.....										
	Middlesex.....										We may, perhaps, at some future time be enabled to give the particulars of all these canals. The Chesapeake and Ohio canal is not yet completed to the coal mines, hence its trifling income. The enlargement of the Schuylkill canal has been commenced. The Morris canal was lately sold for one million, about one-fourth of its cost. It is said in the papers that it is to be enlarged. We have seen no report, nor heard of the appointment of any engineer.
	Port Deposit.....	10	200,000								
	Delaware and Raritan.....	43	2,900,000	99,623	53,327		131,491	84,455			
	Southwark.....		300,000								
	Tide Water.....	45	2,900,000								
	Union.....	80	2,000,000								
	Morris.....	101	1,000,000							28	
	Dismal Swamp.....										

CANADIAN CANALS.		Length in miles.	No. of locks.	Lockage in feet.	Length of chamber.	Size of locks.		Width of canal.		Estimate.	Expended to Sept. 1843.	Income.
						feet.	feet.	feet.	feet.			1843.
The Welland canal.....										3,948,572	2,485,572	64,658
{ Main trunk from Port Colborne to Port Dalhousie.....		28	31	328	150	26 1-2	8 1-2	45	81			
{ Junction branch to Dunville.....		31	1	6	150	26 1-2	8 1-2	35	71			
{ Broad creek branch to Port Maitland.....		1 1-2	1	6	200	45	9	45	85			
The St. Lawrence canal.....												
{ Galops and Port Cardinal.....		2	2	7	200	45	9	50	90			
{ Rapid Plat.....		4	2	11 1-2	200	45	9	50	90	672,498	973	
{ Farren's point.....		3-4	1	3 1-2	200	45	9	50	90			
Cornwall, passing the Long Sault rapids.....		11 1-2	7	48	200	55	9	100	150	865,372	1,665,663	
Beauharnois, do. Coteau, Cedars and Cascades road.....		11 1-4	9	82 1-2	200	45	9	80	120	1,190,087	275,426	
Lachine, do. Lachine rapids.....		8 1-2	5	44 1-2	200	45	9	80	120	old canal.	400,000	29,388
Elargement of do.....										1,001,333	64,439	
Total from lake Erie to the sea.....		12	57	525								
Chambly.....		66	9	74	120	24	6	36	60	200,000	440,000	1,409

COAL COMPANIES.		Length in R. rd. Canals.	Cost.	1843.		Div. per cent.	1844.		Div. per cent.	Value of stock.	REMARKS.
				Gross.	Nett.		Gross.	Nett.			
	Delaware and Hudson.....	16 108	2,800,000	930,203	196,702	10				130	
	Lehigh.....	20 72	6,000,000							31	

AMERICAN RAILROADS.													SALES.	
RAILROADS.		Length in miles.	Cost.	Loans and debts.	Number of shares.	Paid on share.	1843. Income.		Div. per cent.	1844. Income.		Div. per cent.	Previous prices.	Week ending June 11th. Shares. Price.
							Gross.	Nett.		Gross.	Nett.			
Me.	1 Portland, Saco and Portsmouth.	50	1,200,000				89,997	47,166	7	131,404	62,172	6	101 1/2	27 102
N. H.	2 Concord.	35	750,000											38 65 1/2
Mass.	3 Boston and Maine.	56	1,485,461				178,745	68,499	6	233,101	86,401	6 1/2	117	
"	4 Boston and Maine extension.	17 1-4	455,703	unfin.										
"	5 Boston and Lowell.	26	1,863,746				277,315	144,000	8	316,909	147,615	8	120 1/2	6 121 1/2
"	6 Boston and Providence.	41	1,886,135	none.	18,600	100	233,388	110,823	6	282,701	156,109	6	108 1/2	15 113
"	7 Boston and Worcester.	44	2,914,078				4 0,141	162,000	6	428,437	195,163	7 1/2	118 1/2	3 119 1/2
"	8 Berkshire.	21	250,000	not stated				17,500	7	17,737				
"	9 Charlestown branch.		280,260						13	34,654	13,971	5 1/2	75	25 75 1/2
"	10 Eastern.	54	2,388,631				279,563	140,595	6	337,238	227,920	8	112	17 112 1/2
"	11 Fitchburg.	50	1,150,000	just op'n'd						42,759	26,835		122 1/2	
"	12 Nashua and Lowell.	14 1-2	380,000				84,079		8	94,588	34,944	10	122 1/2	10 124
"	13 New Bedford and Taunton.	20	430,962				50,671	24,000	6	64,998	24,000	6		
"	14 Northampton and Springfield.		172,883	unfin.										
"	15 Norwich and Worcester.	59	2,170,366	900,000	16,535	100	162,336	24,871		230,674	99,464	3	72 1/2	6,135 73
"	16 Old Colony.		87,820	unfin.									109	10 108 1/2
"	17 Stoughton branch.	4	63,075	unfin.										
"	18 Taunton branch.	11	250,000					20,000	8	96,687	20,000	8	118	
"	19 Vermont and Massachusetts.													
"	20 West Stockbridge.	3	41,516	200		100						4		
"	21 Western, (117 miles in Mass.)	156	7,686,202	4,686,202	30,000		573,882	284,432		753,753	439,679	3	104 1/2	29 104 1/2
"	22 Worcester branch to Milbury.		8,431	506										
"	23 Housatonic, (10 months.)	74	1,244,123							150,000			29 1/2	365 27 1/2
Con.	24 Hartford and New Haven.	38	1,100,000	100,000	10,000	100						6	94	10 95
"	25 Hartford and Springfield.	25 1-2	600,000	400,000	2,000	100				154,724	79,845		32 1/2	2,575 32
N. Y.	26 Stonington, (year ending 1st Sept.)	48	2,600,000	650,000	13,000	100	113,889			73,248	48,033	0		
"	27 Attica and Buffalo.	31	336,211				45,896	7,522						
"	28 Auburn and Rochester.	78	1,796,342	200,000	14,000	100	189,693	112,000		237,667	152,007	6	107 1/2	31 108
"	29 Auburn and Syracuse.	26	766,657		133 1/2		86,291	27,334		96,738	52,544	6	116	
"	30 Buffalo and Niagara.	23	200,000		1,500								100	
"	31 Erie, (446 miles.)		5,000,000										28 1/2	840 30 1/2
"	32 Erie, opened.	53						48,000		126,020	59,075			
"	33 Harlem.	26	1,206,231							140,685	62,399		71 1/2	700 70 1/2
"	34 Hudson and Berkshire.	31	575,613		50					35,029	1,789	0	14	
"	35 Long Island.	96	1,610,221	392,340	29,846					153,456	58,996	0	70 1/2	6,310 72
"	36 Mohawk and Hudson.	17	1,317,893	400,000	10,000	100	69,948	58,780		79,804	45,763	0	59	356 59
"	37 Saratoga and Schenectady.	22	303,658				42,242	3,000	1	34,666	8,455	0		
"	38 Schenectady and Troy.	20 1-2	640,800				28,043			32,646	6,365	0		
"	39 Syracuse and Utica.	53	1,115,897	none.	16,000	62 1/2	163,701	72,000		192,061	120,992	8	116	500 135
"	40 Tonawanda.	43	727,332				76,227			114,177	75,865	5		
"	41 Troy and Greenbush.	6	180,000											
"	42 Troy and Saratoga.	25	475,801				44,325	21,000		38,502	9,971	2 1/2		
"	43 Utica and Schenectady.	78	2,168,165	none.	20,000	100	277,164	180,000	9	331,932	199,094	8	129	
N. J.	44 Camden and Amboy.	61	3,200,000				682,832	383,880		784,191	404,956		110	4 110
"	45 Elizabethtown and Somerville.	26												
"	46 New Jersey.	34	500,000										95	410 94
"	47 Paterson.	16	2,000,000									6	87	
Pa.	48 Beaver Meadow.	26	500,000											
"	49 Cumberland Valley.	46	1,000,000											
"	50 Harrisburg and Lancaster.	36	1,250,000										30	
"	51 Hazleton branch.	10	860,000											
"	52 Little Schuylkill.	29	120,000											
"	53 Blossburg and Corning.	40	900,000											
"	54 Mauch Chunk.	9	600,000											
"	55 Minehill and Schuylkill Haven.	18	100,000						12				77	
"	56 Norristown.	20	315,000										6 1/2	
"	57 Philadelphia and Trenton.	30	800,000										104	
"	58 Pottsville and Danville.	29 1-2	400,000											
"	59 Reading.	94	1,500,000	7,447,570	40,200	50				597,613	343,511		50	1,058 51 1/2
"	60 Schuylkill valley.	10	9,457,570											
"	61 Williamsport and Elmira.	25	1,000,000				20,000							
"	62 Philadelphia and Baltimore.	93	400,000				43,043	200,000			210,000		18 1/2	6,577 17 1/2
Del.	63 Frenchtown.	16	4,400,000											
Md.	64 Baltimore and Ohio, (1st Oct.)	188	600,000				575,235	279,402		58,620	346,946		50	35 50
"	65 Baltimore and Susquehanna.	58	7,623,600										2 1/2	
"	66 Baltimore and Washington.	38	3,000,000				177,227	71,691		212,129	104,529		84	
Va.	67 Greenville and Roanoke.	17 1-2	1,800,000											
"	68 Petersburg and Roanoke.	60	950,000							122,871	72,898	3		
"	69 Portsmouth and Roanoke.	78 1-2	969,880											
"	70 Richmond, Fredericksb'g and Potomac.	76	1,454,171							185,243	85,688	6		
"	71 Richmond and Petersburg.	22 1-2	800,000											
"	72 Winchester and Potomac.	32	700,000											
N. C.	73 Raleigh and Gaston.	84 1-2	500,000											
"	74 Wilmington and Raleigh.	161	1,360,000											
S. C.	75 South Carolina.	136	1,800,000							532,871	140,196	5		
"	76 Columbia.	66			34,410	75	201,464	77,456		328,425	180,704			
Ga.	77 Central.	190	5,671,452				227,532	93,190						
"	78 Georgia.	147 1-2	2,581,723				248,026	158,207		248,096	147,523			
"	79 Montgomery and West Point.	89	2,650,000	170,000		100								
Ky.	80 Lexington and Ohio.	40	500,000											
Ohio	81 Little Miami.	40	450,000											
"	82 Mad river.	40	400,000											
Ind.	83 Madison and Indianapolis.	56	152,000											
Can.	84 Champlain and St. Lawrence.	15	212,000					12,000		58,000	24,000		110	

Correspondents will oblige us by sending in their communications by Monday morning at latest.

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AMERICAN RAILROAD JOURNAL.

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Thursday, June 12, 1845.

THE COAL TRADE.—SCHUYLKILL VALLEY.

The shipments this week amount to 24,668-13 tons; 18,871-08 by railroad, and 5,597-08 by canal, showing a considerable increase over last week's shipments. In the course of two or three weeks, the shipments will reach 30,000 tons per week from this region.

The shipments from this region last year, to June 8th, were by railroad, 120,896-17—by canal, 90,741—total, 211,637-17. This year, to the same period, by railroad, 217,191—by canal, 62,329—total, 279,520. Increase over last year's shipments, 66,882-03 tons.

The increase from the Lehigh region over last year so far, is about 24,000 tons.

The retail price of coal has advanced 25 cents per ton in Philadelphia.—[Miners' Journal.] Sent by railroad from Pottsville and Port Carbon—total tons..... 38,842-04

From Schuylkill Haven—total tons..... 131,750-16
From Port Clinton..... 1,598-00

Total..... 217,191-00

BY CANAL.

From Pottsville and Port Carbon—total. 40,322-15
From Schuylkill Haven—total..... 8,766-15
From Port Clinton—total..... 13,239-10

Total by canal..... 62,329-00

Total by railroad..... 217,191-00

Total by railroad and canal..... 279,520-00

LEHIGH COAL TRADE.

Total shipments from Mauch Chunk. Lehigh coal and navigation co.

Summit mines, 36303
Room run do., 10605—46908
Beaver Meadow railroad and coal co., 15264
From Penn Haven—Hazleton coal co., 13286
From Rock Port—Buck Mountain coal co., 4023

79481

WYOMING COAL TRADE—total..... 16133

PINE GROVE COAL TRADE—total..... 18,748

MINEHILL AND SCHUYLKILL HAVEN RAILROAD—total tons..... 130,778-05

MOUNT CARBON RAILROAD—total tons.. 94,126

RECEIPTS OF THE LONG ISLAND RAILROAD COMPANY.

	1843-44.	1844-45.	Increase.
August.....	\$7,788 57	\$34,702 90	
September.....	7,225 09	30,177 64	
October.....	4,629 10	27,562 78	
November.....	3,669 89	13,145 73	
December.....	4,139 03	14,706 68	
January.....	3,256 13	18,859 06	
February.....	2,849 47	14,311 12	
March.....	4,823 54	18,505 47	
April.....	4,448 33	23,669 74	
May.....	4,162 76	32,496 81	
	46,991 91	228,137 93	\$181,146 02

The above table gives the receipts of the road for ten months, from 1st August, 1843, to June 1, 1844,

being \$46,991 91; and for the corresponding ten months, in the subsequent year, or from August 1, 1844, to June 1, 1845, being \$228,137 93—showing an increase during the latter period of \$181,146 02—the road being only half completed during the first term, and completed when earning the income of the second. If we estimate the receipts of the remaining two months, viz: June and July of this year, in the same ratio as that of the month of May, just received, viz: \$32,496 81, it will give \$64,992 62, making the annual income of the road from August 1, 1844, to August 1, 1845, \$293,130 55.

READING RAILROAD.

The coal tonnage passed over this road the last week, exceeded 18,000 tons; and during the month, 60,000 tons. Arrangements are made to bring down 80,000 tons this month. Should there be no disappointment with the miners, it is calculated to transport 100,000 tons per month, by the month of September. At this rate the wishes of the most sanguine friends of this important railway will be more than realized.

EASTERN RAILROAD.—The annual meeting of the stockholders of the Portland, Saco and Portsmouth railroad was held at Portsmouth on Monday last.—The directors of the last year were re-chosen, viz: D. A. Neale and Stephen A. Chase, of Salem; B. T. Reed, of Boston; Ichabod Goodwin, of Portsmouth; John D. Lang, of North Berwick; Josiah Calef, of Saco; Charles E. Barrett, of Portland.

A statement, signed by the president, shows that the total receipts for the year ending May 31, were \$131,404-18; the total expenditures, excluding interest, were \$51,822-26. The interest paid was \$19,410-06. So that the net profits were \$62,171-86. Of this, \$51,594 have been paid in dividends. The net earnings have been 72-10ths per cent. Those of the preceding year were 4 93-100ths.—[Port. Adv.]

[Correspondence of the Railroad Journal.]

Philadelphia, June 8th, 1845.

I have made a visit to, or had "a day at RICHMOND," the far-famed coal depot of the Reading Railroad Company, by which I have learned its wonderful capacity for business.

They are getting their piers all nearly ready for use—at which may be moored, and receive loading at the same time, 78 vessels! and from which may be discharged ten thousand tons of coal, on shipboard daily!!

It is gratifying to see the order, regularity and precision with which the cars are distributed from the main track, upon the 14 different piers, and to the different vessels; and again collected upon the main track, and taken off by the different engines to the mines; to be again brought back loaded, and discharged, and thus keep up a continued circuit between the mines and the depot at Richmond.

There were 789 loaded cars brought in on Friday night, and an equal or greater number unloaded and sent out again on Saturday, 7th inst, before 2 P. M. But I will leave all description until I obtain the drawing, or ground plan of the depot—which is promised me by the very gentlemanly engineer, Mr. Manning, who has charge of the depot.

I have also visited a new vessel built here

for carrying coal to Hartford, Ct., and furnished with the *Loper*—instead of the *Ericsson*—propeller. It appears that Ericsson's propellers are all giving place to *Loper's* improvement—which bids fair to become extensively used. Two of the government revenue iron steamers—the *Spencer*, with Hunter's submerged wheel, and the *Legare*, with Ericsson's, have been supplied with *Loper's* in place of those first introduced; and the prospect now is, that there will be a large number of vessels built with this apparatus as colliers, or to carry coal from here, and from Pottsville also—as they design to have them pass through the enlarged Schuylkill canal, to the mines, and there take on board 100 to 150 tons of coal, and then proceed directly to their port of destination, either through the Delaware and Raritan canal, or by sea, as may be preferred.

The vessel visited is called the "Col. John Stevens," after the late venerable Col. John Stevens, of Hoboken, who was one of the earliest projectors, not only of railroads for commercial purposes, but also of propellers for vessels. Indeed, he was among the earliest and most enlightened patriots of our country, who foresaw, and at an early day predicted, its rapid advancement and future greatness, in consequence of the introduction of steam power, canals and railroads; and few, very few indeed, have contributed more than he did to the present advanced state of those improvements. The Col. John Stevens is 100 feet in length, 23 feet 8 inches beam and 6 feet draught of water, and of 156 tons, custom-house measurement, but she will carry in addition to her machinery, fuel and necessary apparel, 170 tons of coal. She is schooner rigged, and well fitted for a sea boat, and therefore as safe as any other vessel, even should her machinery give out.

It is believed that boats of her class can perform the voyage, via the canals, to Hartford, her port of destination, unload, take in return freight, if any offers, and be back here and ready to take in coal in a week, or eight days at the extent; which, at present rates, \$2 per ton, will give large returns upon the capital invested.

She has one of Merrick & Towne's vibrating engines, and a tubular, or what is usually denominated the *Locomotive* boiler, which are exceedingly compact, occupying very little space, and, apparently, do credit to their manufacturers; and the vessel itself appears to be built in the most substantial manner. It is estimated that 15 tons of coal will be sufficient for her trip to and from Hartford; which, at \$5 per ton on board, will amount to only \$75—leaving a very handsome amount over and above expenses.

OGDENSBURG AND CHAMPLAIN.

We find the following communication from several members of the legislature and the commissioners of the Northern, or Ogdensburg and Champlain Railroad, in the last number of the Burlington Free Press. As the needle to the pole, so are those engaged in important enterprises, in the northern and western parts of this country, naturally attracted towards Boston by the enterprise and liberal foresight of its citizens.

The editor of the Free Press says:

"We have always regarded this enterprise as naturally identified with our own favorite project of railroad communication with Boston, and as the time approaches when fruition is about to crown our hopes, so intimate does this relation become that every pulsation which quickens and animates the one necessarily gives life and energy to the other. To a man of the far-reaching sagacity and enterprise of Abbott Lawrence, the considerations urged are doubtless not altogether new, but they must nevertheless be felt and appreciated as of very great importance at the present moment, and we take the liberty of calling the particular attention of Mr. Lawrence, and through him, the business men of Boston, to the subject."

To the Honorable Abbot Lawrence, Boston:

SIR—The New York Legislature, at its recent session, has granted a charter for a corporation to construct the "Northern Railroad," from the foot of lake navigation at Ogdensburg to "some point" upon lake Champlain.

To you, sir, and, through you, to those interested in eastern railways, who may feel an interest in connecting our work with their own, we beg to make a few suggestions.

The local friends of the Northern Road, after several ineffectual attempts to procure its continuation by the state, have become satisfied that the condition of our public finances, and probably sound policy also, forbid its accomplishment as a state work. But they do consider the present a favorable time to procure an incorporation of individuals to construct this desirable link in our internal communications. They deem it of high *present* importance, because—

1st. The efforts of our New England neighbors for the extension of the Massachusetts railways to Burlington, Vt., appear very likely to be crowned with success, and it is highly important that the Vermont road should be located and built upon a plan looking to its virtual extension across Northern New York to Ogdensburg. In our view, the Vermont road should not only be constructed on the most feasible route, but also with a permanency and capacity requisite to effect a heavy transportation business be-

tween the western lakes and the Atlantic. Hence it was desirable that our project should be brought into view in the aspect of its ultimate connection.

2d. The success which has followed the bold experiment of your state, in the extension of her railway to the Hudson, in spite of the most forbidding natural obstacles, has awakened our commercial metropolis to the necessity of a railway connection with lake Erie, in order to prevent a diversion of business to the eastern coast. It was early known that the legislature at its recent session would release the \$3,000,000 loan to the N. Y. and Erie Railroad Co., to insure its completion, and would probably grant one or more charters to connect N. Y. city with the central line at Albany. The companies once having obtained these grants, would be interested in preventing facilities for the construction of the shorter and more feasible route at the North;—but, pending their own applications, could not with any grace resist like legislation for the Northern route. It was deemed wise to press our application for a charter at the recent session, and the result has justified our calculations.

New York city has obtained the desired legislation for the N. Y. and Erie road; for the extension of the Harlaem road to Albany; and also of the Erie road from Goshen to Albany, on the west side of the Hudson; and with these grants, we have obtained a highly favorable act of incorporation for the northern road. We consider the extension of the railway to Burlington so intimately connected with our work, that all well considered efforts for the one, cannot fail to promote the success of the other.

A well-constructed road to Burlington will call for our extension as a matter of necessity, and the present business aspects of the whole East, North, and West, give a prominence to our Northern route which it never before attained.

In the first place, the vast products of the West, and its required supplies of merchandise, are evidently leaning toward Lake Ontario as a channel of communication, since the enlargement of the Welland Canal, connecting the ship navigation of the lower lake with the upper lake. Vessels of 350 tons burden can now sail from Chicago to Ogdensburg without unloading. To show that this inclination of trade is not over-rated, your attention is called to recent reports of the Canal Committee of our Assembly, upon this tendency, as affecting the tolls of our canals. The minority report of the committee contains undoubted statistical information of much interest, as connected with our railway project.

Secondly,—the present state of the iron market, and the recent improvements in our northern bloomeries, with the great reduction in the cost of producing charcoal iron, tend to the rapid increase in production of that important article of trade. It is well known that the largest deposits of the best iron ores in the world extend from lake Champlain to the St. Lawrence, through the primitive region, along the northern

boundary of which is the location of the proposed railroad. It is no exaggeration to say, that the mines of this region, at no distant day, must render it the richest and most productive portion of New York. In no part of the world can charcoal iron (the best quality of iron must be reduced by charcoal,) be manufactured so cheaply and so extensively. At present prices, well managed forges are making larger profits upon proportionate capital employed, than any other branch of manufacture. In 1823, the iron masters of New-York, New-Jersey and Pennsylvania testified before a Committee of Congress, that bar iron reduced by charcoal could not be made for less than \$75 to \$80 per ton. Now the whole expense, at the North, is but \$40, and some say \$35, yielding a better article than ever before produced; and all agree that improvements in progress must reduce the cost still lower.

The raw material, ore and charcoal, are inexhaustible. No limit, but the demand, can be fixed to the production, and there is no article so little likely to reach this limit as *iron made by charcoal*. When the price of the article, delivered at sea-ports, can be brought down to \$40 per ton, as it reasonably may be with profit to the manufacturer, it will have the commercial world for a market. The anthracite iron of Pennsylvania and New Jersey can never supply the place of the bloomed iron of Northern New-York. It need not be suggested that the transportation tonnage supplied by this article, when its manufacture shall reach the annual value of \$3 or \$4,000,000, will be enormous. The supply required for the manufactories in the vicinity of Boston alone, would afford no small income to the channel of transport; and the increasing West will call not only for a large portion of the iron from the forges and rolling mills, but for all the shapes it takes in the factories of Lowell, Worcester, &c.

The ultimate extent of this trade in our northern region cannot be calculated, nor the amount of transportation it will require. Our state has just located a new prison in Clinton Co., near the line of railway, where where 500 convicts will soon be employed in raising the ore, and improving the manufacture of it. Capital, hitherto so much needed there, is now flowing to that section for investment in the iron business. Two years more will see the quantity produced more than trebled, even without any new facilities for transportation.

Thirdly. Our canals, now the sole means of transport to market, are closed by frost five months of the year. During the frozen period, a good railway would take the *whole* transportation, West, as well as East. Navigation upon the lakes is open at least three weeks *earlier* and *later* than upon our canals. The Welland Canal enters Lake Erie 30 miles further up the lake than Buffalo, at a point not closed by ice more than 2½ months; whilst the harbour at Buffalo is closed by ice, sometimes as late as May. With a railway to Boston, Western wheat could be floured and sent to Boston through

the whole winter, a great advantage to business.

We admit that, during the season of canal navigation, the western produce crossing our railroad, and destined for *foreign consumption*, would, when afloat on Lake Champlain, go to New York via the Northern Canal and the Hudson, but even during the summer, flour for domestic consumption, would seek its best market, the manufacturing districts of New England, over Eastern railways.

The distance of railway from Boston via Burlington to Ogdensburg, is but from 320 to 340 miles (as the route through Vermont may be located.) From Boston to Buffalo, over our central railway line, is 525 miles—near 200 miles further.

The New York roads, located along the line of our canal, are compelled to pay tolls of the canal upon all freight passing over them—equal to 35 cents for each barrel of flour—and on the average \$5 per ton for merchandise.

The New York and Erie Road will be 580 miles in length, and from its high grades and curvatures, can never compete with our northern route.

We are informed that an excellent route with low grades may be located through Vermont. Upon our northern route the curves are large, and grades under 40 feet per mile at the maximum. For a description of our route we refer to the report of the state engineer made to the legislature in 1841. This survey was made by the state at a cost of \$30,000. Maps of all the sections, in detail, with drafts of the structures, are deposited in the office of the secretary of state at Albany.

When the Harlaem railroad shall be extended to Albany, as *it will be within two years*, can it be expected that the Western Railway over the Berkshire mountains will take much of the freight coming over the central railway of our state? We think not—freight could pass on a railway from Ogdensburg via Burlington and Boston to Springfield, at less cost than from Buffalo to the same point, considering the tolls paid by the central line.

The railroad connecting the lakes Champlain and Ontario, would take a large portion of the passenger travel in the summer. Merchandise by the Cunard steamers for Canada West, under the late law of Congress, would take our route to its destination, as 60 days' time would be gained over a passage through the Gulf of St. Lawrence.

There is another view entitled to consideration. The New York city capitalists have their hands full to build rival roads, and will not to any great extent take our stock. If the road be built very soon, a majority of the stock must be held by eastern business men. Our citizens will subscribe for all within their ability—enough to interest them fully in the successful construction and operation of the road—but they have little capital to spare, and even that little is needed for our iron manufactures. Is it not desirable that owners of New-Eng-

land railways should control the direction of our road, and thus have the power to conduct the whole line to the western lakes. They can never expect an identity of interest between themselves and the proprietors of the central line from Albany to Buffalo.

The charter of our northern railway is highly favorable and exempt from all tolls to the state. No legislature will venture to impose charges and restrictions upon it. The northern section has had no share in the large state expenditures for public improvements, and would always successfully resist any such imposition. Besides, numerous other railroads in the state would have a common interest in preventing such a precedent.

If the views presented by us are deemed worthy of consideration, we hope that the Northern Railroad will have a high place in connection with the road to Burlington, and that a common unity of interest will promote the speedy construction of both.

Very respectfully, your ob't servants.

HIRAM HORTON,

JNO. LESLIE RUSSELL,

N. P. GREGORY,

Of the N. Y. Legislature.

A. C. MOORE,

S. C. WEAD,

Com'rs of Northern Railroad.

Malone, N. Y., May 23, 1845.

Here we find our own citizens, and members of our own Legislature, proposing to put the control, or "direction" of this road into the hands of the capitalists of a rival city! This is, however, the *natural* course for them to pursue, when they have not the means among themselves, and can neither obtain aid from their own State Legislature, in proportion to that granted—grudgingly, we admit—to the southern tier of counties, and profusely squandered in the more favored sections of the State—nor from the capitalists of their own favored city of New York, to whose prosperity and greatness they have contributed their full share. It is natural that they should, under the circumstances, look abroad for aid, and to no place so naturally as to Boston, where enterprises of this kind are estimated valuable in proportion to the benefits they are likely to confer on their city, rather than for the prospect of speculation in their stocks in State street.

The people of Boston however have the sagacity to see that the stocks of their roads which promise most benefit to the trade of their rapidly growing city, are also the most sure to give them liberal and *steadily increasing* returns upon their investment. Hence the readiness and liberality of their aid in the construction of well located railroads.

THE OREGON RAILROAD.

The Baltimore American, one of the best conducted papers in the country, has the following remarks upon this magnificent project. We have refrained from expressing an opinion upon it, that we might listen to the echo, from the far off hills of the great west, the north, the east and the south; as many a man, *now living*, will hereafter—while standing upon the most elevated points of the Rocky Mountains, in the vicinity of the most favorable pass—listen to that unearthly sound, the *steam whistle* of the locomotive, as the engineer gives warning to the astonished herds of buffalo that are grazing upon the track in advance of the train, which only a few days before left the falls of the Willametta, or the mouth of the Columbia river.

The proposition of Mr. Whitney was, and is still, deemed by many considerate people, as an *idle visionary scheme*; and so, within our recollection, was an emigration to that out-of-the-world place, called *Ohio*! "The New Connecticut"—as that part of it bordering on lake Erie was called but a few years since—was a place to be talked of by *many*, but visited only by a few adventurous spirits, who were given up, when once fairly on their way, as lost to their friends, and never to return! Where *now* is "the New Connecticut?"—*not three days' time* from the very *heart* of New England!! Where will Oregon be a quarter of a century hence? *Only twenty-five days' distant!!!* Let those who doubt recollect this. *Why*, it will be asked, should it be so? Let the answer be found in the *enterprise*, the *energy* and the *indomitable* love of freedom and adventure, of the *American* people, together with the thirst for more territory by her politicians, and consequently the necessity imposed upon the Government of providing for the defence of our territory on the Pacific, which is to be the *great battlefield of universal freedom* to mankind. It is, in our opinion, from the shores of the Pacific ocean that the monarchical governments of the old world will attempt, if they design *ever to make the effort*, to arrest the progress, or to suppress the existence of republican institutions—hence the necessity for early action in opening an easy, rapid and ample mode of inland communication, to act in concert with our navy, which ought, and is to be speedily increased by the construction of steam ships.

"*Railroad to the Pacific.*—Mr. Whitney's plan for a continuous railroad from lake Michigan to the Pacific ocean proposes that the Government shall grant of the public lands a strip sixty miles wide along the route,

or thirty miles on each side of the road for the whole distance from point to point; the proceeds of this land to constitute the fund for building the road. The proposed grant would include about ninety-two millions of acres; the cost of the road is estimated at \$20,000 per mile; making for the whole work an aggregate cost of some fifty millions of dollars.

"At the first view this seems like a fanciful project, fit only to amuse the imagination. But when it is considered more closely, it appears to be simply a mode of disposing of a certain amount of Government land, in a manner which proposes to secure a work stupendous in design, and calculated, if accomplished, to secure the most important results. The specified grant of the public domain would be regarded as well disposed of, if it could be exchanged for such a work as is here suggested. The chief matter of concern to the Government, then, in respect to this project, would be to provide that the lands should not be parted with except as the road progressed—in other words, to take care that for every sixty square miles of land a mile of road should be secured.

"The object of the road of course would be, not to develop in so mature a fashion the resources of the wilderness through which it would run, but to open a communication with China and the east, by which New York and Canton could be brought within a few weeks of each other. It does not matter then that the whole route of the road would be through an unsettled country, because the work would derive its value and importance from the points connected, and not from the region traversed by it. The great extent of prairie between the Mississippi and the Rocky Mountains would be favorable to the construction of a road—provided the deficiency of timber could be supplied.

"Mr. Whitney's plan was submitted to the last Congress, and a report on the subject came from the committee on roads and canals through the chairman, Mr. R. D. Owen, of Indiana. They reported that the project was worthy of the most serious attention, but that, as sufficient time was not then allowed for due examination of it, they could not recommend any immediate specific action. The committee added, that while they should not advise over-hasty action upon it, yet, as the road would be constructed by an appropriation of the public domain, and not of money from the treasury, as the public domain was rapidly appropriated in each succeeding year, the plan, if practicable and expedient, should not be delayed."

We agree fully with the editor of the *People's Advocate*, that it is necessary for the interest of the company to consult the safety and good will of the travelling community; and their duty as well as their interest. We should be better satisfied if we could feel that the safety and comfort of travellers would be as well cared for, when there is not, as when there is "great competition on

the various routes." We can assure the managers that their permanent interest would be promoted by always evincing a disposition to ensure the safety and good will of the whole community as well as those who travel.

"We understand that the Norwich and Worcester Railroad Co. have it in contemplation to effect an alteration in the location of the road at Norwich, to avoid the acute radius now objected to. The cost of the change will be about \$25,000. The great competition on the various routes makes it necessary to consult the safety and good will of the travelling community to obtain a fair share of the travel."

BALTIMORE AND WASHINGTON RAILROAD.

It is much to be regretted that some of our railroad companies are by an illiberal and exacting course of policy, doing much to foster prejudices against a description of improvement, the benefit of which in general, no one can reasonably deny. They in this way not only injure themselves, but all similar works, which suffer in public estimation, from the extortion or unaccommodating spirit of a few. We have in our eye at the moment the case of the Baltimore and Washington railroad, which, at a time when all the other railroads in the country are, in consequence of the increased value of money, and a conviction of the policy of low rates, reducing their charges, still obstinately adheres to its extortion, the greatest which we know of in the annals of railroad charges, of two dollars and fifty cents per passenger for the short distance (33 miles at the utmost) between Baltimore and Washington. How the intelligent head of the company controlling this work can fail to see that he is rendering it odious to the public, and that its prosperity under these circumstances, must, in a country where public opinion has so much influence, be endangered by such a course, we cannot conceive. With the immense travel on the route, at a moderate charge, the increasing prosperity of the Baltimore and Washington railroad would seem as certain as any event can be. But the excessive charge now made exciting indignation against it on the one hand, and tempting the ingenuity of our countrymen to devise some substitute for the railroad on the other, will, we predict, if long continued, bring about results which the company will regret not having avoided, by making their charge more in accordance with public opinion, and the interests of other railroads which are necessarily seriously injured by it.

Take, for example, the lines of railroad between New York and Baltimore. A traveller may go by the Camden and Amboy

railroad to Philadelphia for three dollars, and thence to Baltimore by the New Castle and French-town railroad and steamboat line for two dollars, in all 200 miles for five dollars, but when he reaches Baltimore he is obliged to pay half the sum for thirty-eight miles more, or a distance which at a fair charge in proportion to the railroads north of it, should not exceed a dollar. Of course the additional charge of one and a half dollar, is to that extent an exaction on the railroads north of Baltimore, diminishing in proportion their travel whilst the benefit from the high rate, (if there be any to any party, which we do not believe) accrues exclusively to the Baltimore and Washington branch.

The public, it seems, has already adopted a remedy, which may be to some extent efficacious. We allude to the line of stages lately started between Baltimore and Washington, which are taking a large amount of travel from the Washington railroad. We would be the last to wish success to such a scheme, did we not believe that the prosperity of the railroad system in our country was best promoted by checking its abuses. We trust most sincerely that the patronage which the stage line is experiencing may cause the directors of the Baltimore and Washington railroad to look more closely to their true interests, which we have no doubt will be found to consist in reducing their charge to a dollar and fifty cents at the utmost.

If they do not, the companies between Baltimore and New York—we might say between Baltimore and Boston—will probably find out, ere long, that they, as well as those who travel on their roads, are interested in reducing the extravagant charge on the Washington branch, and that it is in their power to do so, that by giving through-tickets in connection with the stage lines on the Washington turnpike, they will be enabled to divert so much of the travel from the railroad, as to compel the latter to reduce its charge, but with the disadvantage to it, compared with a reduction at present, of having raised up and established stage lines which it will be difficult hereafter to put down.

The *Journal of Commerce* says: "The amended charter of the Harlem company authorizes them to extend their road to Albany, on condition that they expend \$500,000 the first year, complete fifty miles of road in two years, in addition to their present road to White Plains, and finish the entire road in three years. Their capital stock, viz; 2,950,000, and of which about one and a half millions has been issued, is not increased by the new bill.

"The bill to incorporate the New York and Albany Railroad Co. passed the senate on the last day of the session, by a vote of 27 to 2. A powerful combined influence arrested it in the house, and laid it on the table. The old New York and Albany charter has still about two years to run, and it is possible the new applicants will make use of it for the accomplishment of their object. They are men of wealth and influence, and if a charter had been granted them, we have no doubt that an excellent railroad would soon have been built.

"The bill authorizing the New York and N. Haven Railroad Company, (incorporated by the legislature of Connecticut) to extend their road to this city, was lost in the assembly on Monday, although only 17 votes were given against it. Two-thirds of the whole number of members, including absentees, are necessary for the passage of such bills, viz: 86 out of 128; and as 32 members were absent when the vote was taken, there only remained 79 besides the 17 who voted in the negative. The failure of this bill is much to be regretted, as it will delay for another year the construction of a road of great public importance; and there is no other obstacle to its being immediately commenced. Men of substantial means stand ready to take the stock."

The defeat of the application of the New York and Albany and the New York and New Haven companies deserves, and will receive, further notice than has yet been given to the subject by the press.

The Monroe Democrat has found "another leakage"—we suppose in the Erie canal—and we are also of the same opinion.

The movements of the Boston people are certainly very significant; and speak as plainly as a sagacious people ought to require—that if the *New Yorkers* do not mean to retain, the Boston people mean to obtain, the business, or a good part of it, from the West.

AN IMPORTANT RAILROAD ROUTE—ANOTHER LEAKAGE.

"Boston is stretching out her long arms in every direction. She has her Albany road already, inviting the trade of the west. She has for some time enjoyed the advantages of avenues to Rhode Island, Connecticut, New Hampshire and Maine. She is now directing her energies for the trade and travel of Montreal; and the stock of the Vermont and Massachusetts road is all taken up, with a surplus of \$75,000 more than the charter allows.

"It is supposed that this road will be built to Bellows Falls, on the Connecticut river, in eighteen months. From thence the Vermont railway will be carried on to Burlington and lake Champlain, and the Ogdensburg people are now exerting themselves to the utmost to complete the line to the lake. When this is done, the Troy Whig says:

"Freight of every description can be

landed at Ogdensburg from Chicago, Milwaukee and the farthest west, at low rates, through the Welland canal. The distance from Ogdensburg to Boston is 150 miles less than from Buffalo to Boston. In the transportation of freight, therefore, between Boston and the west, the Northern road would have the preference over the Hudson and lake Erie route."

"We state these things as they are, that our citizens may see what is going on in the railroad world. It is possible that facts like these may have an influence upon other movements now in agitation."

WORCESTER AND NASHUA RAILROAD.

The Nashua Gazette makes the following remarks on the prospects of this contemplated road:—

"We are glad to perceive that the importance of this route is as highly appreciated in New York as in this State and in Massachusetts. We have ever considered this route one of the most important ones in New England, and rejoice to learn that a sufficient amount of stock has been subscribed upon the route to insure its speedy construction. Nearly \$400,000 has been already subscribed in Worcester, Nashua, and the intermediate towns upon the route, thus manifesting the great confidence which those concerned have in the prospects and profitability of the road. We learn that distinguished gentlemen of Worcester are now in New York city negotiating with the capitalists of that place to take up the remainder of the stock. There can be but little doubt that their efforts will be successful, as the Norwich and Worcester Co. have signified their willingness to become subscribers to a large amount of the stock."

THE RUTLAND RAILROAD.

The following article from the Bunker Hill Aurora, a paper we are glad to find an advocate for railroads, gives a good account of the mineral resources of the part of Vermont through which the proposed lines of railroad pass.

We cheerfully give insertion to the following interesting letter, and commend it to the attention of our readers; for whether the great line of railroads from Boston shall extend through Rutland or through Montpelier, to Burlington and Montreal, we think no one can doubt that a railroad to Rutland, and perhaps to Whitehall and Vergennes, is exceedingly desirable.

Bellows Falls, May 18, 1845.

MY DEAR SIR,—I am obliged to you for your paper of the 10th inst., and am glad to see that you have commenced a comparison of the two routes. The distance from Bellows Falls to the mouth of White River, by Twining's survey, is 41 miles; by Hutchinson's survey of Connecticut river, in 1825, 42 miles. The distance from the mouth of White River to Burlington, may be shortened 5 or 6 miles, by very materially changing the line, and going through East Randolph, Brookfield, East Williamstown, and Barre, to

Montpelier, instead of Bethel, West Randolph, Braintree, Roxbury, Northfield, and Berlin, to the mouth of Dog River, 170-100 miles below Montpelier. The change would be to follow up from Royalton in the valley, through which what is there called the Gulf road passes, but the grades, feasibility or expense are not ascertained, as that route has not been surveyed. Distance being a very important consideration, I suspect it has been given up after an examination. The curves, too, in some places must be very severe.

While a road on the Montpelier route would give Boston a certain portion of the trade of Vermont, it would still leave to New York the business of the most important part of the State. Rutland and Addison counties, in their iron, manganese and marble, connected with their agricultural products, have the material to furnish a greater export tonnage than all the rest of Vermont. A road through Montpelier would not affect these counties at all, while a road through Rutland encloses as in a net the whole country east of it, and gives Boston as much control over the business upon the Montpelier route, as if a road was built upon it. It cuts it off from any other market. Consistent with distance and expense, the best route to Burlington, so far as the interests of Boston are concerned, is the most westerly. Boston is the natural market of all Vermont, because all which Vermont produces is worth more in Boston than in any other market convenient to her people. A railroad, too, on this route would make Boston the best market for the New York counties bordering upon Lake Champlain. If a railroad were built from Boston to Rutland, even without a branch to Whitehall, the surplus produce of the north half of Washington county, New York, would be carted to Rutland, and there put on the cars for Boston. One individual in Hartford, in that county, living within six miles of the Champlain canal, has, since August last, carried and sent more than 100 tons of freight across the country to Boston and vicinity.

Generally, in Rutland and Addison counties, the Green Mountains upon the west side present a uniform face, not branching out into spurs, and only broken through by the streams which come from their summits. The rock upon the east base of these mountains is generally silicious mica slate, but as we cross them and approach their west base, it gradually runs almost entirely into quartz. Directly at their west base the quartz meets the limestone of the Otter Creek valley.—At or near this line are the extensive beds of iron ore and manganese, and nearly parallel with the iron ore, west of it, are the immense deposits of marble, which give so much importance, in connection with its other peculiar resources, to this valley.—Where the quartz and limestone meet, upon this line, good iron ore can be found within every mile from the south line of Vermont to the north line of Addison county, and perhaps to Onion river. For a distance of nearly 60 miles from Dorset to Monkton, the iron made would go to market on the

Rutland road. With the Green Mountains on one side, providing an almost unlimited supply of fuel, and the richest soil in New England upon the other, furnishing all the necessities of life, this will become one of the most important iron manufacturing regions in the world. These ores are all secondary, easily mined, and most of them make excellent metal. The most extensive beds now worked are in Brandon, Pittsford, Chittenden and Wallingford. The Wallingford ore may properly be called a steel ore, as very good edge tools have been made directly from the bars, as they were taken from the forge. This bed is but 7 miles from the surveyed line; most of the others are yet nearer to it.

Vermont has almost a monopoly in manganese—probably having that mineral in greater abundance than it can be found any where else. This article is chiefly exported; indeed, one of the principal beds in the town of Chittenden, near Rutland, is owned in Great Britain. This important article is dug out of the mountains of Vermont, carried to Scotland, and returned to us in the shape of bleaching salts. If the people of Boston, will not manufacture these salts, they might at least contrive to have the advantage of exporting the manganese. This mineral is only found on the east side of the Green Mountains, in Plymouth, within four miles of the Rutland route.

In Plymouth are three varieties of iron ore, all abundant, and of good quality—the magnetic, the micaceous, and the common secondary ore of other parts of the State. In that town, and in Pittsford and Brandon, are extensive blast furnaces, and in Wallingford, Bristol and Vergennes, the forge-fires are in active operation.

There is much lime, very white and pure, not air-slacking easily, made in Plymouth. As an evidence of the high estimation in which it is held, I saw in our village to-day, two large wagons loaded with it, on their way to Fitzwilliam, N. H., 65 miles from the kilns, and within 25 miles of Fitchburg.—Plymouth, formerly considered one of the poorest towns in the State, would furnish more freight for a railroad than any five oth-

er towns in Windsor county. There is also an abundance of very good marble in Plymouth. The great marble range of Vermont commences in Dorset, and passing north through the whole of Rutland county, terminates, I believe, in New Haven, in Addison county. It can only be delivered cheaply in Boston by a railroad to Rutland. The deposits of marble in this range are inexhaustible, and superior in quality to any found in the United States, and present almost every variety that fancy or necessity may require. This marble section has not yet been fully explored. You have seen some of the Rutland, and, I believe, a specimen of the statuary marble from Middlebury. A good deal of this marble, particularly the Rutland and Danby, is every year sent by Troy and New York to Boston.

Vergennes is a very important point; in reality, so far as freight is concerned, it will be almost as important as Burlington. All the Lake craft can ascend Otter Creek to Vergennes. Most of the iron made in Essex and Clinton counties, N. Y., would come upon the road there, particularly in winter, as opposite that place the ice crossing is safer than almost any where else upon the Lake. From Shrewsbury to Burlington there is every year a less fall of snow than between Boston and Lowell.

They call the meadows about Northampton the garden of Massachusetts. For fifty miles in length, and an average of more than six miles in width, the valley of Otter Creek possesses a yet more productive soil; and indeed, most of the country between this valley and Lake Champlain is equally rich. Combining this richness of soil with the mineral wealth—the iron, marble, and manganese—and you have a country which will furnish enough way-business to pay ten per cent. upon the whole cost of a road from Bel- lows falls to Burlington, at cheaper rates for freight than is now charged on any railroad in Massachusetts. I have said nothing about the serpentine of Cavendish and Ludlow, the flagging-stone of Cavendish and Chester the soap-stone of Chester, and the hydraulic lime-stone of Rockingham, all directly upon the Rutland route.

W. F. H.

PATENT HAMMERED RAILROAD, SHIP and Boat Spikes. The Albany Iron and Nail Works have always on hand, of their own manufacture, a large assortment of Railroad, Ship and Boat Spikes, from 2 to 12 inches in length, and of any form of head. From the excellence of the material always used in their manufacture, and their very general use for railroads and other purposes in this country, the manufacturers have no hesitation in warranting them fully equal to the best spikes in market, both as to quality and appearance. All orders addressed to the subscriber at the works, will be promptly executed. JOHN F. WINSLOW, Agent.

Albany Iron and Nail Works, Troy, N. Y. The above spikes may be had at factory prices, of Erastus Corning & Co., Albany; Hart & Merritt, New York; J. H. Whitney, do.; E. J. Etting, Philadelphia; Wm. E. Coffin & Co., Boston.

TO RAILROAD COMPANIES AND MANUFACTURERS of railroad Machinery. The subscribers have for sale Am. and English bar iron, of all sizes; English blister, cast, shear and spring steel; Juniata rods; car axles, made of double refined iron; sheet and boiler iron, cut to pattern; tiers for locomotive engines, and other railroad carriage wheels, made from common and double refined B. O. iron; the latter a very superior article. The tires are made by Messrs. Baldwin & Whitney, locomotive engine manufacturers of this city. Orders addressed to them, or to us, will be promptly executed.

When the exact diameter of the wheel is stated in the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of turning them out inside.

THOMAS & EDMUND GEORGE, ja45 N. E. cor. 12th and Market sts., Philad., Pa.

PATENT RAILROAD, SHIP AND BOAT Spikes. The Troy Iron and Nail Factory keeps constantly for sale a very extensive assortment of Wrought Spikes and Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years' successful operation, and now almost universal use in the United States (as well as England, where the subscriber obtained a patent) are found superior to any ever offered in market.

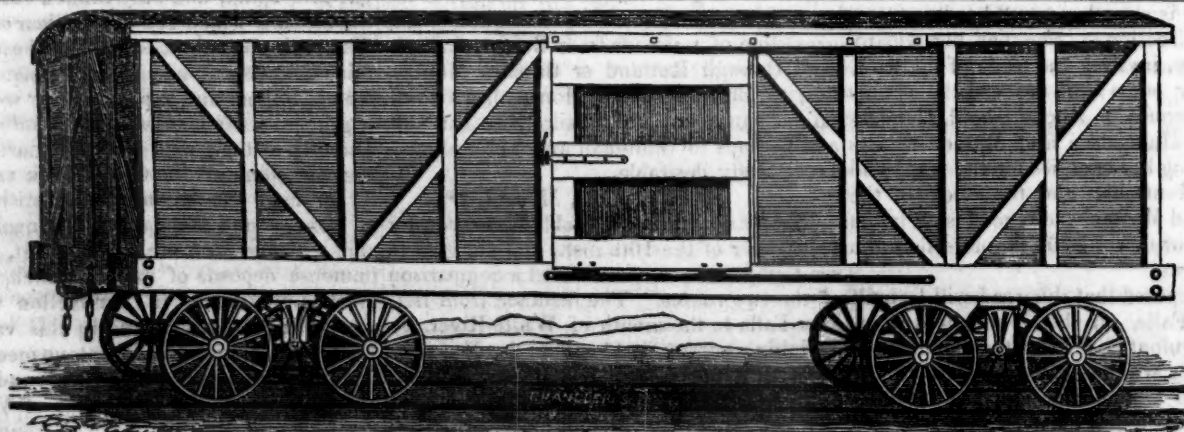
Railroad companies may be supplied with Spikes having countersink heads suitable to holes in iron rails, to any amount and on short notice. Almost all the railroads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. York, will be punctually attended to.

HENRY BURDEN, Agent.

Spikes are kept for sale, at Factory Prices, by I. & J. Townsend, Albany, and the principal Iron merchants in Albany and Troy; J. I. Brower, 222 Water St., New York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

*. Railroad Companies would do well to forward their orders as early as practicable, as the subscriber is desirous of extending the manufacturing so as to keep pace with the daily increasing demand. ja45



DAVENPORT & BRIDGES CONTINUE TO MANUFACTURE TO ORDER, AT THEIR WORKS, IN CAMBRIDGEPORT, MASS. Passenger and Freight Cars of every description, and of the most improved pattern. They also furnish Snow Ploughs and Chilled Wheels of any pattern and size. Forged Axles, Springs, Boxes and Bolts for Cars at the lowest prices. All orders punctually executed and forwarded to any part of the country. Our Works are within fifteen minutes ride from State street, Boston—coaches pass every fifteen minutes.

NEW JERSEY RAILROAD AND TRANSPORTATION COMPANY.

Length of Road, 33 96-100 miles.

Capital, \$2,000,000.

JOHN S. DARCY, Esq., President.
J. P. JACKSON, Esq., Secretary.ROBERT SCHUYLER, Esq., Vice President.
J. WORTHINGTON, Esq., Treasurer.

	DAILY.				SUNDAY.	
	A. M.		P. M.		A. M.	P. M.
Leave New York, foot of Courtland street.						
For Newark.....	9, 11, 12.....		2, 3, 4 3-4, 6, 7 1-2		9.....	4 3-4
" Elizabethtown.....	9, 11.....		2, 3, 4 3-4, 6.....			
" Rahway.....	9, 11.....		3, 4 3-4, 6.....			
" New Brunswick.....	9.....		3, 4 3-4.....			
Leave						
New Brunswick.....	6, 7 1-2, 11 1-2.....		8 3-4.....		11 1-2	8 1-2
Rahway.....	6 3-4, 7, 8 1-4, 12.....		4 3-4, 9 1-4.....			
Elizabethtown.....	7, 7 1-2, 8 1-2, 10 1-2, 12		3 1-2, 5.....			
Newark.....	7 1-2, 8 1-4, 9, 11.....		11 1-2, 4, 5 1-2, 7, 9 3-4		11 3-4	9 3-4

For New York.

9 A. M. and 3 P. M. to meet the Morris and Essex trains, and 9 A. M. and 4 3-4 P. M. to meet the Somerville train, and for Philadelphia.

TABLE OF DISTANCES AND FARES.

	New York.		Newark.		Elizabethtown.		Rahway.		N. Brunswick	
	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.
New York.....			9 1-4	25	14 1-2	31 1-4	19 3-4	31 1-4	31 1-2	50
Newark.....	9 1-4	25			5 1-2	12 1-2	10 1-2	25	22 1-2	50
Elizabethtown.....	14 1-2	31 1-4	5 1-2	12 1-2			5	12 1-2	16 3-4	50
Rahway.....	19 3-4	31 1-4	10 1-2	25	5	12 1-2			11 3-4	37 1-2
New Brunswick.....	31 1-2	50	22 1-2	50	16 3-4	50	11 3-4	37 1-2		

FRENCH AND BAIRD'S PATENT SPARK ARRESTER.

TO THOSE INTERESTED IN Railroads, Railroad Directors and Managers are respectfully invited to examine an improved SPARK ARRESTER, recently patented by the undersigned.

Our improved Spark Arresters have been extensively used during the last year on both passenger and freight engines, and have been brought to such a state of perfection that no annoyance from sparks or dust from the chimney of engines on which they are used is experienced.

These Arresters are constructed on an entirely different principle from any heretofore offered to the public. The form is such that a rotary motion is imparted to the heated air, smoke and sparks passing through the chimney, and by the centrifugal force thus acquired by the sparks and dust they are separated from the smoke and steam, and thrown into an outer chamber of the chimney through openings near its top, from whence they fall by their own gravity to the bottom of this chamber; the smoke and steam passing off at the top of the chimney, through a capacious and unobstructed passage, thus arresting the sparks without impairing the power of the engine by diminishing the draught or activity of the fire in the furnace.

These chimneys and arresters are simple, durable and neat in appearance. They are now in use on the following roads, to the managers and other officers of which we are at liberty to refer those who may desire to purchase or obtain further information in regard to their merits:

E. A. Stevens, President Camden and Amboy Railroad Company; Richard Peters, Superintendent Georgia Railroad, Augusta, Ga.; G. A. Nicolls, Superintendent Philadelphia, Reading and Pottsville Railroad, Reading, Pa.; W. E. Morris, President Philadelphia, Germantown and Norristown Railroad Company, Philadelphia; E. B. Dudley, President W. and R. Railroad Company, Wilmington, N. C.; Col. James Gadsden, President S. C. and C. Railroad Company, Charleston, S. C.; W. C. Walker, Agent Vicksburgh and Jackson Railroad, Vicksburgh, Miss.; R. S. Van Rensselaer, Engineer and Sup't Hartford and New Haven Railroad; W. R. McKee, Sup't Lexington and Ohio Railroad, Lexington, Ky.; T. L. Smith, Sup't New Jersey Railroad Trans. Co.; J. Elliott, Sup't Motive Power Philadelphia and Wilmington Railroad, Wilmington, Del.; J. O. Sterns, Sup't Elizabethtown and Somerville Railroad; R. R. Cuyler, President Central Railroad Company, Savannah, Ga.; J. D. Gray, Sup't Macon Railroad, Macon, Ga.; J. H. Cleveland, Sup't Southern Railroad, Monroe, Mich.; M. F. Chittenden, Sup't M. P. Central Railroad, Detroit, Mich.; G. B. Fisk, President Long Island Railroad, Brooklyn.

Orders for these Chimneys and Arresters, addressed to the subscribers, or to Messrs. Baldwin & Whitney, of this city, will be promptly executed.

N. B.—The subscribers will dispose of single rights, or rights for one or more States, on reasonable terms.

••• The letters in the figures refer to the article given in the Journal of June, 1844.

SAMUEL NOTT, CIVIL ENGINEER, Surveyor and General Agent, Bangor, Me. Railroads, Common Roads, Canal, Factory and Mill Sites, Towns, Farms, Wild Land, etc., surveyed. Plans and Estimates for Buildings, Bridges, etc., prepared, and all appertaining business executed.

REFERENCES.

Boston, { Col. James F. Baldwin, Civil Engineer.
Col. J. M. Fessenden, "
Wm. Parker, Esq., Engineer and Superintendent
Boston and Worcester railroad.

SPRING STEEL FOR LOCOMOTIVES, Tenders and Cars. The Subscriber is engaged in manufacturing Spring Steel from 1 1/4 to 6 inches in width, and of any thickness required: large quantities are yearly furnished for railroad purposes, and wherever used, its quality has been approved of. The establishment being large, can execute orders with great promptitude, at reasonable prices, and the quality warranted. Address

JOAN F. WINSLOW, Agent.

ja45 Albany Iron and Nail Works, Troy, N. Y.

FOR SALE, AT A SACRIFICE.—A LOCOMOTIVE Engine, 4 wheels and Tender. Cylinders 10 in. dia., Stroke 16 in., Cylinders inside of smoke box. Weight of engine, with wood and water, about 9 tons. This engine and tender are new, and of the best materials and workmanship. If required, would be altered to a 6 wheeled engine.

Also, 1 20-horse High Pressure Steam Engine.

2 8-horse "

1 Upright Hydraulic Press.

All of which will be sold low, on application to T. W. & R. C. SMITH.

Founders and Machinists,
Alexandria, D. C.

May 12th

RAILROAD IRON AND FIXTURES. THE Subscribers are ready to execute orders for the above, or to contract therefor, at a fixed price, delivered in the United States.

DAVIS, BROOKS & CO.,
21 Broad st., N. York.

ja45

MACHINE WORKS OF ROGERS, KETCHUM & GROSVENOR, PATTERSON, N. J. The undersigned receive orders for the following articles, manufactured by them of the most superior description in every particular. Their works being extensive and the number of hands employed being large, they are enabled to execute both large and small orders with promptness and despatch.

Railroad Work.

Locomotive steam engines and tenders; Driving and other locomotive wheels, axles, springs & flange tires; car wheels of cast iron, from a variety of patterns, and chills; car wheels of cast iron with wrought tires; axles of best American refined iron; springs; boxes and bolts for cars.

Cotton, Wool and Flax Machinery

of all descriptions and of the most improved patterns, style and workmanship.

Mill gearing and Millwright work generally; hydraulic and other presses; press screws; callenders; lathes and tools of all kinds; iron and brass castings of all descriptions.

ROGERS, KETCHUM & GROSVENOR,
a45 Paterson, N. J., or 60 Wall street, N. York.

NICOLL'S PATENT SAFETY SWITCH for Railroad Turnouts. This invention, for some time in successful operation on one of the principal railroads in the country, effectually prevents engines and their trains from running off the track at a switch, left wrong by accident or design.

It acts independently of the main track rails, being laid down, or removed, without cutting or displacing them.

It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction and operation, requiring only two Castings and two Rails; the latter, even if much worn or used, not objectionable.

Working Models of the Safety Switch may be seen at Messrs. Davenport and Bridges, Cambridgeport, Mass., and at the office of the Railroad Journal, New York.

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Patentee.

G. A. NICOLLS,

ja45

Reading, Pa.

GEORGE VAIL & CO., SPEEDWELL IRON Works, Morristown, Morris Co., N. J.—Manufacturers of Railroad Machinery; Wrought Iron Tires, made from the best iron, either hammered or rolled, from 1 1/4 in. to 2 1/4 in. thick,—bored and turned outside if required. Railroad Companies wishing to order, will please give the exact inside diameter, or circumference, to which they wish the Tires made, and they may rely upon being served according to order, and also punctually, as a large quantity of the straight bar is kept constantly on hand.—Crank Axles, made from the best refined iron; Straight Axles, for Outside Connection Engines; Wrought Iron Engine and Truck Frames; Railroad Jack Screws; Railroad Pumping and Sawing Machines, to be driven by the Locomotive; Stationary Steam Engines; Wrought Iron work for Steamboats, and Shafting of any size; Grist Mill, Saw Mill and Paper Mill Machinery; Mill Gearing and Mill Wright work of all kinds; Steam Saw Mills of simple and economical construction, and very effective iron and Brass Castings of all descriptions.

ja451y

TRAINS LEAVE	FOR	BY	RAILROAD	DAYS	A. M.	P. M.	MILES.	FARE.
Boston	Portland	Eastern,	Daily,	7 1/2	2 1/2	106	\$3 00	
"	Portsmouth	"	"	7 1/2	2 1/2	54	2 00	
"	Newburyport	"	"	7 1/2	2 1/2	35	1 25	
"	Salem	"	"	7 1/2, 9, 11 1/2	2 1/2, 3 1/2, 4 1/2, 6	14	50	
"	Portland	Boston and Maine,	"	7 1/2	2 1/2	109	3 00	
Portland	Boston	"	"	7 1/2	3	109	3 00	
Boston	Lowell	Boston and Lowell,	"	7, 11	2, 5	26	75	
Lowell	Boston	"	"	7 1/2, 11	2, 4 1/2, 5 1/2	26	75	
Boston	Concord	Concord,	"	"	3 1/2	76	2 00	
Concord	Boston	"	"	"	3 1/2	76	2 00	
Boston	Nashua	Nashua and Lowell,	"	7, 11	5	41		
Nashua	Boston	"	"	6 1/2	1 1/2, 5	41		
Boston	Worcester	Boston and Worcester,	"	7, 9	2 1/2	44	1 25	
Worcester	Boston	"	"	7, 10	6	44	1 25	
"	Worcester	"	"	Sundays,	7			
Boston	Worcester	"	"	"	2			
Boston	New York via Norwich	"	"	Mon., Wed. & Fri.,	4			
"	" " L. Island railroad	"	"	Tues., Thur. & Sat.,	7			
"	" " New Haven	"	"	Daily,	9			
"	Albany	Western,	"	"	9	200	6 00	
Albany	Boston	"	"	"	8 1/2	200	6 00	
Springfield	Boston and Albany	"	"	"	7			
Boston	New York via New Haven	"	"	"	7 1/2			
Charlestown	West Acton	Fitchburg,	"	"	8			
West Acton	Charlestown	"	"	"	7 1/2, 10 1/2			
Boston	New York, via Steamboat trains	Boston and Stonington,	Tues., Thur. & Sat.,	"				
"	" " " "	Boston and Newport,	Mon., Wed. & Fri.,	"				
"	Providence	"	Daily,	7 1/2	4 1/2	41	1 50	
Providence	Boston	"	"	"	On arrival of the mail.	41	1 50	
Taunton	"	"	"	"	8			
New Bedford	Boston	"	"	"	7 1/2			
Boston	Dedham	"	"	"	8 1/2			
Dedham	Boston	"	"	"	7, 10			
New York	Greenport	Long Island,	"	"	7 1/2	95	2 25	
Brooklyn	Hicksville & intermediate places	"	"	"	9 1/2	26	56 1/2	
"	Greenport	"	Tues., Thur. & Sat.,	9 1/2		95	2 25	
"	Hicksville, (Saturday to Suffolk)	"	Daily,	"	4	26	56 1/2	
Greenport	Brooklyn, (Boston train)	"	"	"	1	95	2 25	
"	" (accommodation do.)	"	Mon., Wed. & Fri.,	"		95	2 25	
Hicksville	" & intermediate places	"	Daily,	7 1/2	1 1/2	26	56 1/2	
New York	Albany & Boston via N. Haven	Steamer,	"	"	6 1/2		5 00	
"	Middletown	New York and Erie,	"	"	8, 3	53		
Middletown	New York	"	"	"	6 1/2	53		
Philadelphia	Pottsville	Reading,	"	"	9	94	3 50	
Pottsville	Philadelphia	"	"	"	9	94	3 50	
New York	Newark	N. J. railroad and trans. co.,	"	"	9, 11, 12	2, 3, 4 1/2, 6, 7 1/2	9 1/2	25
Newark	New York	[9 A. M. and 3 P. M., connect with Morris Railroad.]	"	"	7 1/2, 8 1/2, 9, 11	1 1/2, 4, 5 1/2, 7, 9 1/2	9 1/2	25
"	"	"	Sundays,	"	9	4 1/2	9 1/2	25
New York	Newark	[9 A. M. and 4 1/2 P. M., trains, connect with Somerville Railroad.]	Daily,	"	11 1/2	9 1/2	9 1/2	25
"	Elizabethtown	"	"	"	9, 11	2, 3 1/2, 4 1/2, 6	14 1/2	31 1/2
Elizabethtown	New York	"	"	"	7, 7 1/2, 8 1/2, 10 1/2, 12	3 1/2, 5	14 1/2	31 1/2
New York	Rahway	N. J. railroad and trans. co.,	"	"	9, 11	3, 4 1/2, 6	19 1/2	31 1/2
Rahway	New York	"	"	"	6 1/2, 7, 8 1/2, 12	4 1/2, 9 1/2	19 1/2	31 1/2
New York	New Brunswick	"	"	"	9	3, 4 1/2	31 1/2	50
New Brunswick	New York	"	"	"	6, 7 1/2, 11 1/2	8 1/2	31 1/2	50
"	"	"	Sundays,	"	11 1/2	8 1/2	31 1/2	50
New York	New Brunswick	"	"	"	9	4 1/2	31 1/2	50
Philadelphia	New York	Camden and Amboy,	Daily,	"	7	91	3 00	
New York	Philadelphia	"	"	"	5 1/2	91	3 00	
Philadelphia	Bristol	Philadelphia and Trenton,	"	"	9	30	75	
Bristol	Philadelphia	"	"	"	"	4	30	75
Philadelphia	Baltimore	Philad. Wil. and Baltimore,	"	"	8	93		
Baltimore	Philadelphia	"	"	"	9	93		
"	Washington	Baltimore and Washington,	"	"	9	5, 11 1/2	41	2 50
Washington	Baltimore	"	"	"	6	5 1/2	41	2 50
Baltimore	Cumberland and inter. places	Baltimore and Ohio,	"	"	7 1/2			
"	Frederick	"	"	"	"	4		
Cumberland	Baltimore	"	"	"	8			
Hancock	"	"	"	"	10 1/2			
Martinsburg	"	"	"	"	11 1/2			
Harper's Ferry	"	"	"	"	"	12 1/2		
Frederick	"	"	"	"	2			
"	"	"	Sundays,	"	8			
Ellicott's Mills	"	"	Daily,	"	7 1/2, 12	4 1/2		
Richmond	Petersburg	Richmond and Petersburg,	"	"	10 1/2	1 1/2		
Petersburg	Richmond	"	"	"	5 1/2			
Albany	Schenectady	Mohawk and Hudson,	"	"	8	5 1/2		
Schenectady	Albany	"	"	"	9	3 1/2		
Albany	Saratoga	"	"	"	7 1/2	2		
Saratoga	Albany	"	"	"	7	12 1/2, 5		
Troy	Saratoga	Troy and Saratoga,	"	"	7 1/2	3 1/2		
Saratoga	Troy	"	"	"	7 1/2			
Auburn	Rochester	Auburn and Rochester,	"	"	8 1/2			
Rochester	Auburn	"	"	"	8	3		
"	Buffalo	Rochester and Buffalo,	"	"	"	3		
Buffalo	Rochester	"	"	"	"			
"	Falls	Buffalo and Falls,	"	"	9			
Falls	Buffalo	"	"	"	"	1 1/2		
Buffalo	Albany	Albany and Buffalo	"	"	8 1/2			

Engineer's Office